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September 21, 2018

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME : Long Island Bridge Superstructure Replacement Project
PROJECT MUNICIPALITY : Boston and Quincy
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 15308
PROJECT PROPONENT : City of Boston Public Works Department
DATE NOTICED IN MONITOR : August 8, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62I) and Section 11.10(6) of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC), and hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Change

The NPC describes the proposed design and construction methodology for replacement of the Long Island Bridge superstructure. Existing piers will be reused, with the exception of Pier 1 which will be used for temporary support and then abandoned or removed. Bridge spans will be floated in and installed onto piers by barge at high tide. The replacement will include demolition and reconstruction work to the top portion of the piers (above Mean High Water (MHW)), and repointing of the granite facing (above Mean Low Water (MLW)).

The proposed superstructure replacement includes a hybrid design that includes a “Delta Frame Girder” (Delta Frame) design¹ that maintains the original bridge footprint and dimensions including roadway width and elevation. The bridge will include two 12-foot travel lanes and a six-foot sidewalk.

¹ While the Delta Frame design will be used for the structural elements to support the bridge superstructure, the navigation span will remain a through truss structure.

The design includes improved stormwater management and architectural lighting, and will improve resiliency to sea level rise and storm damage. Superstructure supports (members) extending from the pier caps will be designed to resist wave action to protect the structure during peak storm events and provide a higher bridge under-clearance for all spans (except the navigation span) to reduce its exposure to salt water. Coatings on steel elements will reduce long-term maintenance costs.

The project is proposed by the City of Boston (City) to replace access to essential public health services on Long Island. Facilities on Long Island have provided services to vulnerable populations in the Boston region. Access to these services was eliminated when the bridge was closed due to public safety concerns. The City proposes to construct the bridge on an expedited basis to support re-opening of the public health facilities on Long Island.

Original Project

The Original Project consisted of the demolition of the Long Island Bridge superstructure and the relocation of utilities that were located on it subsequent to the closure of the bridge to vehicular and pedestrian traffic in October 2014. The Long Island Bridge spanned Boston Harbor between Moon Island in Quincy and Long Island in Boston. The bridge provided the only vehicular access to Long Island and carried the sole water, electric, and telecommunications services for Long Island and Spectacle Island. An Emergency Authorization was granted on December 31, 2014 for the bridge demolition and utility removal project, pursuant to 301 CMR 11.13 of the MEPA regulations. The Emergency Authorization was followed by issuance of a Certificate on the Initial Environmental Notification Form (ENF) on February 6, 2015.

The authorization was limited to actions necessary to demolish the bridge superstructure and maintain the substructure in a safe and sound condition and to provide temporary power to Spectacle and Long Island. It did not extend to permanent relocation of the utilities, the eventual replacement of the bridge or new development on Long Island.

Consistent with the emergency provisions, the City filed an Amended ENF to provide information on the final demolition methodology, identify the impacts associated with the demolition of the bridge and utilities, and describe measures taken to avoid, minimize, and mitigate environmental impacts associated with the emergency action. It also described the utility relocation project, and identified associated federal and State approvals and permits, potential impacts, and measures to avoid, minimize, and mitigate these impacts.

The Original Project included removal of all elements of the superstructure, including bridge deck, bridge rail, structural elements, trusses, bearings, joints, and utilities. The piers, abutments and other sub-structural elements were not demolished so that they could be used to support replacement of the superstructure while minimizing impacts to wetland resource areas. The Original Project also included the relocation of utilities within a permanent utility corridor in Boston Harbor.

The Amended ENF proposed the permanent installation of utilities by dredging a trench along the entire conduit alignment between Moon and Long Islands. The project included installation of most of the length of the submarine utilities using conventional dredging and trenching methodology, however horizontal direction drilling (HDD) was used for a distance of approximately 100 feet commencing at

Moon Island. The use of HDD reduced the trenching footprint as compared to the description provided in the Initial ENF. The project included installation of a 16-inch high-density polyethylene (HDPE) water line with concrete ballast units, an armored submarine power cable, and an armored data fiber submarine cable in a single trench. It reused material that was excavated from the trench as backfill. The April 30, 2015 Certificate on the Amended ENF determined that the potential impacts associated with the Original Project (Bridge Demolition and Utility Relocation) did not warrant the preparation of an EIR. Removal of the Long Island Bridge superstructure was completed in 2015.

The review of the Amended ENF did not include the replacement of the Long Island Bridge. The City indicated its intention to replace the bridge superstructure on the retained bridge piers and abutments; however, at that time, efforts were focused on the immediate safety concern and permanent reconnection of utilities to Long Island and Spectacle Island. The City was required to address the replacement of the bridge superstructure through a subsequent NPC when sufficient information was available to provide a constructive review of the project.

Segmentation

Comments from the City of Quincy on the NPC assert that the bridge replacement is being segmented from future expansion of the public health facilities on Long Island. The MEPA regulations include provisions at 301 CMR 11.01(2)(c) to ensure that a project is not phased or segmented to evade, defer or curtail MEPA review. In determining whether a project is subject to MEPA jurisdiction or meets or exceeds any review thresholds, and during MEPA review, the entirety of the project is considered, including any likely future expansion, and not separate phases or segments thereof.

From the outset of MEPA review, the City has indicated its intention to reconstruct the bridge and restore use of public health facilities on the island. The April 30, 2015 Certificate on the Amended ENF directed the City to submit an NPC to describe the bridge superstructure replacement and its associated impacts. The bridge is proposed to replace its prior function and is not designed to expand capacity compared to the original structure.

The City has indicated that it intends to restore prior public health uses located in existing buildings. The City has also indicated that it has initiated planning for a long term recovery center. This planning is in its early stages and includes research and data collection and public meetings to identify needs and potential programming. The City intends to hire an outside consultant to support development of a plan. If the City does develop a plan within the next five years that proposes to increase uses and infrastructure on Long Island that would result in increased environmental impacts, the City must consult with the MEPA Office regarding the need for additional MEPA review in the form of a NPC or an ENF.

Environmental Impacts and Mitigation

Potential environmental impacts associated with the demolition activities and utility relocation work included temporary alteration of 350 linear feet (lf) of Coastal Bank; 326,883 square feet (sf) of Land Under Ocean (LUO) (demolition: 13,523 sf and utility relocation: 313,360 sf); 16,747 sf of Coastal Beach (demolition: 1,692 sf and utility relocation: 15,055 sf); 16,747 sf of Land Containing Shellfish (LCS) (demolition: 15,055 sf and utility relocation: 1,692 sf); and 17,900 sf of Land Subject to Coastal

Storm Flowage (LSCSF).

The NPC indicates that the project has been designed to limit work within wetland resource areas to the extent practical. Potential impacts to wetland resources areas and buffer zone associated with the superstructure replacement project are noted in the following table.

Coastal Resource Area	Quincy		Boston		Total	
	Temporary	Permanent	Temporary	Permanent	Temporary	Permanent
Coastal Bank (lf)	512	0	340	0	852	0
Coastal Beach (sf)	80	0	120	0	200	0
LSCSF (sf)	592	0	118	0	710	0
LUO (sf)	0	0	40	0	40	0
Buffer Zone to Coastal Bank	4,889	126	8,700	537	13,589	663

Measures to avoid, minimize and mitigate environmental impacts associated with the superstructure replacement project include: reusing existing piers and abutments; improvements to the stormwater management system; avoidance of impacts to intertidal areas and other aquatic resources during construction by using cranes that will be operated from upland areas, barges, or erected bridge elements; prohibiting the grounding of equipment on the seafloor by floating the bridge in or launching the structure; minimizing traffic by assembling steel members onshore and using barges to float them to the site for placement on pier supports; and implementation of construction period best management practices (BMPs).

Jurisdiction and Permitting

The Original Project underwent MEPA review and required an ENF pursuant to 301 CMR 11.03(3)(b)(1)(a), 301 CMR 11.03(3)(b)(1)(f), 301 CMR 11.03(3)(b)(3) and 301 CMR (11.03(3)(b)(5) because it required State Agency Actions and included alteration of Coastal Bank and one-half or more acres of other wetlands (LUO), dredging of 10,000 or more cubic yards (cy) of material, and a new or existing unlicensed non-water dependent use of waterways or tidelands.

The Original Project required State, federal and local emergency authorization, permits and approvals. The demolition project required a Chapter 91 (c. 91) Permit, Section 401 Water Quality Certification (401 WQC), Approval of Lead Compliance Plan and Approval of Non-Traditional Asbestos Abatement Work Practices from the Massachusetts Department of Environmental Protection (MassDEP). It required a Bridge Demolition Permit and Bridge Permit from the U.S. Coast Guard (USCG) and a Category 1 General Permit from the U.S. Army Corps of Engineers (ACOE). The project also required an Order of Conditions (OOC) from the Boston and Quincy Conservation Commissions.

The utility relocation project required a c. 91 License and 401 WQC from MassDEP and Federal Consistency Review from the Massachusetts Office of Coastal Zone Management (CZM). It also required an Individual 404 Permit from the ACOE and OOCs from the Boston and Quincy Conservation Commissions.

The Superstructure Replacement project exceeds an ENF review threshold pursuant to 301 CMR 11.03(3)(b)(1)(a) for alteration of Coastal Bank. It will require a c. 91 License and Superseding Order of Conditions (SOC)² from MassDEP and Federal Consistency Review from CZM.

It also requires a Bridge Permit Amendment from USCG and a Preconstruction Notification General Permit from the ACOE. It will require an OOC from the Quincy Conservation Commission (and, on appeal only, an SOC from MassDEP).

The original project received Financial Assistance from the Massachusetts Department of Transportation (MassDOT). Therefore, 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.

Review of NPC

The NPC provides a description of the project, associated impacts, project plans, and analysis of alternatives. It identifies measures to avoid, minimize and mitigate environmental impacts. The NPC was subjected to an extended comment period.

I received over 900 comment letters, most of which were form letters expressing support for replacement of the Long Island Bridge superstructure to provide access to public health facilities. I also received comments which express concerns regarding increased traffic impacts to Quincy and specifically, the Squantum neighborhood. Comments from State Agencies do not request additional MEPA review.

Alternatives Analysis

The project is proposed to provide safe, reliable, and effective access to the public health facilities on Long Island. The NPC includes an alternatives analysis which compares environmental impacts associated with the No Build, Ferry Service as Sole Access, Design Alternatives and the Preferred Alternative (described herein). Design Alternatives include replacement of the superstructure in-kind (using original design/materials) and construction of a superstructure with a conventional multi-modal bridge deck width; and the Preferred Alternative. The NPC evaluates the consistency of the alternatives with the project's purpose and need, operational reliability (e.g. provide 24 hour-access every day that accommodates transport vans and emergency vehicles), impacts to environmental resources, construction schedule, and addressing sea level rise.

The No Build Alternative would not restore roadway access to Long Island and its public health facilities. The City wants to continue to provide the long-term and successful use of the island for those in need of health and addiction treatment services and highlights the importance of these services to address the opioid crisis. Based on guidance from USCG, the No Build Alternative would require the removal of the piers from Boston Harbor to eliminate their presence as a navigational hazard. The dredging and in-water work associated with removal of the piers would impact the seafloor and shellfish habitat. This alternative was dismissed because it would not meet the project purpose and need, it would

² The OOC from the Boston Conservation Commission, which was issued on June 6, 2018, was appealed.

be costly and would increase environmental impacts compared to the Preferred Alternative.

The Ferry Service as Sole Access Alternative would provide access to the island through ferry service. The City asserts that this alternative would not meet operational needs and would not provide reliable access to the public health facilities. The NPC indicates that it would increase environmental impacts and have high operating and maintenance costs compared to the Preferred Alternative.

An existing dock facility at Long Island, limited to access by pedestrians, has supported ferry service to access the island; however, the City indicates that it cannot accommodate the transfer of large equipment or vehicles, such as ambulances to transport patients in need of critical medical attention, and it is located some distance away from the public health facilities. Dedicated dock facilities on both Long Island and on the mainland would be required to address urgent care issues, with around the clock staffing, and sized to accommodate larger vehicles. Further operational challenges include reliability and safety of marine vessel transport during inclement weather. Construction of docking facilities to support emergency vehicles, utility connections and parking facilities on both shorelines would require dredging. In addition, similar to the No Build Alternative, removal of existing bridge piers would still be required in accordance with USCG guidance and impact the seafloor and shellfish habitat. This alternative would include costs associated with pier removal; procuring and maintaining ferry vessel(s); and siting, designing, permitting, constructing, operating and maintaining two docking facilities.

The City considered an alternative to replace the superstructure with the same type of span (riveted deck trusses for all spans). While the deck width would meet the project purpose and need, the City maintains that the construction cost is significantly higher for truss bridges than for girder bridges, the construction schedule is significantly longer than for a girder structure, and the bridge design would not include resiliency measures to address sea level rise.

The City considered constructing a typical multi-modal bridge consistent with current design guidelines that would be substantially wider and require new bridge piers and abutments to support the wider and heavier structure. This alternative would result in increased environmental impacts associated with fill and/or dredge for construction of new piers and removal of existing piers, and clearing and grading approach areas to accommodate the wider bridge which may require retaining wall construction in resource areas. The wider bridge would increase shading impacts on the marine environment and intertidal zone and likely require more in-water temporary support work for its construction. The larger bridge would include a significantly longer construction schedule.

The design and construction methodology for the Preferred Alternative was developed to avoid, minimize and mitigate environmental impacts and community impacts associated with construction. Project specifications and the construction contract will include strict constraints that will require the contractor to use a site such as the one available in Boston's Seaport District (Dry Dock 4) for construction laydown and assembly of bridge spans. Barges will be required to transport assembled bridge components to the site and float them into place onto reused piers. The construction approach will allow work to proceed in a shorter timeframe while minimizing construction vehicle traffic on city streets, particularly in Quincy, and avoid impacts to intertidal zones and the seafloor within Boston Harbor. Reuse of existing abutments will reduce construction cost and eliminate the need for construction of new abutments and associated impacts to wetland resource areas. Post-construction traffic volumes are anticipated to be similar to those prior to the bridge demolition in 2015. The NPC

indicates that the Preferred Alternative was selected because it meets the project purpose and need while minimizing environmental impacts.

Rare Species

Portions of the project site are mapped as *Priority* and *Estimated Habitat*, as indicated in the Massachusetts Natural Heritage Atlas (14th Edition) for state-listed species. These species and their habitats are regulated pursuant to the implementing regulations of the Massachusetts Endangered Species Act (MESA) (MGL c131A) and its implementing regulations (321 CMR 10.00). Comments from NHESP indicate that it issued a determination letter to the City on June 1, 2018 in response to two separate Notices of Intent (NOIs). This letter stated that the project will not result in a prohibited Take of state-listed rare species pursuant to MESA and it will not adversely affect the actual Resource Area Habitat of state-protected rare wildlife species pursuant to the Wetlands Protection Act (WPA). The City should continue to consult with NHESP as the project design and construction approach is developed to avoid and minimize impacts to habitat, and mitigate any potential unavoidable impacts during construction and management of the project.

Wetlands, Waterways, and Tidelands

The project site includes Moon Island and Long Island, and is located within Boston Harbor. The project will impact Coastal Bank and its buffer zone, Coastal Beach, LUO, and LSCSF. The construction methodology avoids permanent alteration of the seafloor, intertidal areas, or any other areas subject to regulatory jurisdiction. The Boston Conservation Commission issued an OOC on June 6, 2018 which was appealed to MassDEP. Therefore, the Quincy Conservation Commission and MassDEP will review the superstructure replacement project to determine its consistency with the WPA, the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including the Stormwater Management Standards (SMS). MassDEP will also review the project to determine its consistency with the c. 91 regulations (310 CMR 9.00) and associated performance standards. Comments from MassDEP do not request further MEPA review.

In Quincy, the project will permanently and temporarily alter 126 sf and 4,889 sf of buffer zone to Coastal Bank, respectively, to allow construction of a slightly modified roadway approach to the bridge on Moon Island that will provide roadway geometry that is compliant with current design standards. It will also temporarily impact 592 sf of LSCSF, of which 512 sf is within Coastal Bank and 80 sf is within Coastal Beach.

In Boston, the project will temporarily alter 40 sf of LUO and 120 sf of Coastal Beach associated with installation of pipe piles that will support construction staging from which the bridge approach span will be placed between the Long Island Abutment and the nearest bridge pier. It will also temporarily alter 340 lf of Coastal Bank and 118 sf of LSCSF. On Long Island, the project will temporarily alter 8,700 sf and permanently alter 537 sf within the buffer zone to Coastal Bank near the existing abutment to allow improved roadway geometry that meets current design standards.

The design assumes that the existing bridge piers can be used for the new superstructure and that additional work underwater will not be necessary. No dredging, fill or use of cofferdams is proposed. Repointing is planned to be conducted from the water. MassDEP comments note that during demolition

of the Long Island Bridge, two of the piers were damaged and required repair. The project may require submission of a new NOI under the WPA if it proposes repairs to the piers that would require work in LUO. In addition, the project may require a Section 401 Water Quality Certification if the threshold for work in LUO is exceeded.

Impacts to marine fisheries resources and habitats from work on the existing piers will be limited to noise impacts. Temporary impacts to the seafloor will result from the use of spuds to hold barges in place and turbidity resulting from pipe pile installation for the temporary supports. Comments from the Massachusetts Division of Marine Fisheries (DMF) do not identify concerns regarding impacts to marine fisheries resources.

Stormwater

The superstructure replacement will include drainage improvements to meet the current “redevelopment” stormwater design standards of the Wetlands Regulations (310 CMR 10.00). Stormwater will be directed from the roadway surface via a closed drainage system to Long Island and Moon Island. BMPs include proprietary water quality structures behind the abutments on both shorelines to treat runoff and a subsurface infiltration system on Long Island to provide recharge. The City will be required to provide information to demonstrate that the project qualifies as a redevelopment project during permitting and will be consistent with the SMS to the maximum extent practicable, pursuant to 310 CMR 10.05(6)(k)(7) and 310 CMR 10.05(6)(o)(2).

Climate Change

The replacement design includes consideration of the effects of climate change, including sea level rise and the incorporation of resiliency measures. The majority of the bridge steel will be raised above the water. The original bridge pier caps, designed in 1949, were generally set at an elevation of 11.5 feet.³ The modified caps will be set at an elevation 13.5 feet to improve resiliency. The NPC identifies MHW at the site at 4.33 feet and the record high tide elevation which occurred during the Blizzard of 1978 at 9.59 feet. The roadway surface elevations will range from approximately 49.5 feet at the abutments to 58.9 feet over the navigable opening. MassDEP comments indicate its support for design considerations that reflect anticipated sea level rise and climate change resiliency as they affect bridge operations, navigation and maintenance. I encourage the City to consider comments from Boston Harbor Now regarding opportunities for increasing resiliency of the structure.

Construction Impacts

The project must comply with MassDEP Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54 during construction and demolition. All construction and demolition activities should be undertaken in compliance with the conditions of all State and local permits. Construction methodology includes the use of barges and land-based cranes to limit impacts to wetland resource areas, including the intertidal zone and the seafloor. The City should consult with MassDEP regarding any changes to proposed construction methodology that would require additional permitting and/or mitigation due to increases in impacts to wetland resource areas.

³ Datum references the North American Vertical Datum of 1988 (NAVD88).

The selected contractor will be required to use barges or other vessels that will not ground on the seafloor. The contractor may use a crane from a roadway near the bridge abutments, on barges, or on erected bridge elements at either terminus of the bridge, to install approach spans over the near-shore areas. A minimal number of temporary piles will be used to support this construction methodology.

Historical and Archaeological Resources

Massachusetts Historical Commission (MHC) comments indicate that Long Island is listed in the State and National Registers of Historic Places as part of the Boston Harbor Island Archaeological District. Because portions of the project area associated with the bridge approaches on Long Island have been deemed archaeologically sensitive, MHC requests that the Proponent conduct an intensive (locational) archaeological survey for those areas. The purpose of the survey is to locate and identify any significant archaeological resources that may be affected by the project to inform avoidance, minimization and mitigation of adverse effects. The project may require review by MHC in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L. Chapter 9, Section 26-27C (950 CMR 71.00).

In its comment letter, the Massachusetts Board of Underwater Archaeological Resources (BUAR) indicates that an archaeological assessment and an archaeological remote sensing survey was previously conducted of submerged portions of the project area that may be archaeologically sensitive. Survey results found no archaeological or historical resources. Therefore, BUAR indicates that the project is unlikely to affect submerged cultural resources. If heretofore unknown submerged cultural resources are encountered during the course of the project, BUAR expects that the City will take steps to limit adverse effects and notify the BUAR in accordance with its Policy Guidance for the Discovery of Unanticipated Archaeological Resources.

Conclusion

The NPC has sufficiently defined the nature and general elements of the project change for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. The NPC addresses the criteria for Insignificance which provides guidance in determining whether a change in a project might significantly increase environmental consequences (301 CMR 11.10) and informs a determination regarding whether additional MEPA review is warranted in the form of an EIR. The reconstruction of the superstructure will not expand the project or change the project site. It will require new Agency Action and it will result in relatively minor increases in environmental impacts compared to the Original Project; however, the City is reconstructing the bridge within the footprint of the previous bridge and the NPC includes sufficient information regarding the change, potential impacts and associated mitigation.

Based on a review of the NPC and after consultation with State Agencies, I hereby determine that no further MEPA review is required. Outstanding issues will be addressed during State, local and federal permitting.

September 21, 2018

Date



Matthew A. Beaton

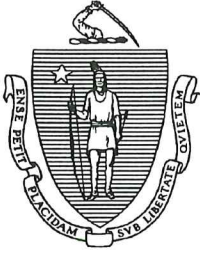
Comments received:

08/09/2018 Massachusetts Natural Heritage and Endangered Species Program (NHESP)
 08/16/2018 Massachusetts Board of Underwater Archaeological Resources (BUAR)
 08/22/2018 Massachusetts Historical Commission (MHC)
 08/23/2018 Massachusetts Department of Environmental Protection (MassDEP) –
 Northeast Regional Office (NERO)
 08/28/2018 Massachusetts Division of Marine Fisheries (DMF)
 08/27/2018 State Senator Michael F. Rush
 08/27/2018 State Senator John F. Keenan
 08/28/2018 State Representative Angelo Michael Scaccia
 08/28/2018 State Senator William N. Brownsberger
 09/11/2018 State Representative Bruce J. Ayers
 09/19/2018 State Representative Adrian C. Madaro
 08/16/2018 Boston City Councilor Timothy P. McCarthy
 08/23/2018 Boston City Councilor Lydia Edwards
 08/24/2018 Boston City Councilor Annissa Essaibi-George
 08/24/2018 Boston City Councilor Matt O'Malley
 08/27/2018 Boston City Councilors Frank Baker, Annissa Essaibi-George, Tim McCarthy, Mark
 Clommo, Kim Janey, Michael Flaherty, Andrea Campbell, Ed Flynn, and Josh Zakim
 08/27/2018 Boston Fire Department Commissioner Joseph E. Finn
 08/28/2018 Boston City Councilor Kim Janey
 08/28/2018 Boston City Councilor Ed Flynn
 09/05/2018 City of Boston Health and Human Services Chief Marty Martinez
 09/05/2018 City of Boston Chief of Policy Joyce Linehan
 09/07/2018 City of Boston Environment Department Chief Christopher Cook
 09/08/2018 Boston Public Health Commission/Board of Health Chairman Francis J. Doyle
 09/10/2018 City of Boston Mayor Martin J. Walsh
 09/10/2018 Quincy City Councilor William P. Harris
 09/11/2018 Mayor Thomas P. Koch and the City of Quincy
 08/20/2018 Kate Webby – Acadia Healthcare, Northeast Region
 08/21/2018 Bob Minnocci
 08/21/2018 Heidi Brewster
 08/22/2018 Brian Gokey
 08/22/2018 Brian Halley
 08/22/2018 Rachael Albarran
 08/22/2018 T. Hart
 08/22/2018 Jen S. Thomas
 08/22/2018 Aaron Perrino

08/22/2018 Marilyn Wright
08/22/2018 David Berarducci
08/22/2018 Desmond Murphy
08/22/2018 Andrew Brand
08/22/2018 Joanne Peterson – Learn to Cope
08/22/2018 Vijay Thomas
08/22/2018 Jesse Wong
08/22/2018 Scott Mabel
08/23/2018 George Stergios
08/23/2018 Jeremy Holman
08/23/2018 Lubo Karadashkov
08/23/2018 Frederick W. Newton – Hope House Inc.
08/23/2018 Michael Boudah
08/23/2018 Liz Nyman
08/23/2018 Jennifer Adleman-Howe
08/23/2018 Julie Burns – RIZE Massachusetts
08/24/2018 Bill Sprague – Bay Cove Human Services
08/24/2018 Marcus Matic
08/24/2018 Susan L. Sullivan – Newmarket Business Association
08/24/2018 Priya Shah
08/24/2018 Russell Harris
08/24/2018 Alissa Anderson
08/29/2018 Barbara Waterhouse – Circle of Hope, Inc.
09/06/2018 Jack Connors, Jr. – Camp Harbor View
09/07/2018 Tim Horn – Fenway Civic Association
09/07/2018 Mary Michael Leahy – The Boston Advisory Council on Ending Homelessness
09/07/2018 Lyndia Downie – Pine Street Inn
09/08/2018 Robert H. Haas – Upham’s Corner Westside Neighborhood Association and Upham’s
Corner Main Street
09/09/2018 David W. Manzo
09/10/2018 John Rosenthal – Friends of Boston’s Homeless
09/10/2018 Doug Meyer – Downtown Boston Business Improvement District
09/10/2018 Old South Church in Boston
09/10/2018 Bill Lim
09/10/2018 C.A. McCawley – The New England Center and Home for Veterans
09/10/2018 Deni Sindel
09/10/2018 Christen Schatzel
09/10/2018 Richard D. Golden
09/10/2018 Brian Franklin
09/10/2018 Frank McLaughlin
09/10/2018 Marie Layden
09/10/2018 Jonathan Galvin
09/10/2018 Jenelle O’Neil
09/10/2018 Maureen O’Neil
09/10/2018 Kevin Layden
09/10/2018 Sheila & Dan Smith

09/10/2018 Mary Curtin
 09/11/2018 James Stamos
 09/11/2018 Bonnie Marcel
 09/11/2018 Boston Harbor Now
 09/11/2018 Karen LaFrazia – St. Francis House
 09/11/2018 Karen Antman – Boston University
 09/11/2018 Barry Bock – Boston Health Care for the Homeless Program
 09/11/2018 Elizabeth Bertolozzi – The Fenway Garden Society
 08/27/2018 Joao Evora submitted 102 signatures (additional two signatures submitted 08/28/2018)
 Form letters beginning “The debate regarding....”
 09/05/2018 Leticia St. Pemy
 09/07/2018 Mary Marshall
 09/10/2018 833 form letters submitted to the MEPA Office from City of Boston
 09/11/2018 Jeff Maynard
 09/11/2018 Rosa Herrero
 09/11/2018 Patricia Cahill
 09/14/2018 seven signatures
 09/14/2018 Kahlen A. Curz
 Form letters beginning “I am writing to you as a member of the Back Bay Association...”
 09/06/2018 George Terpilowski – Fairmont Copley Plaza
 09/07/2018 Chris Talanian – C. Talanian Realty
 09/10/2018 Meg Mainzer-Cohen – Back Bay Association
 09/10/2018 Bernard Chiu – Upland Capital Corporation
 09/10/2018 Cindy Brown – Boston Duck Tours
 09/11/2018 Leo Fonseca – Lyons Group
 09/12/2018 Christopher Scott – The Capital Grille
 09/13/2018 Bill Taylor – Four Seasons Hotel Boston
 09/21/2018 Mashpee Wampanoag Tribe

MAB/PPP/ppp



The COMMONWEALTH OF MASSACHUSETTS
BOARD OF UNDERWATER ARCHAEOLOGICAL RESOURCES
EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS
251 Causeway Street, Suite 800, Boston, MA 02114-2136
Tel. (617) 626-1141 Fax (617) 626-1240
Web Site: www.mass.gov/orgs/board-of-underwater-archaeological-resources

August 15, 2018

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: Purvi Patel, MEPA Unit
100 Cambridge St., Suite 900
Boston, MA 02114

RE: Long Island Bridge Superstructure Replacement Project, Boston and Quincy (EEA #15308)
Notice of Project Change

Dear Secretary Beaton,

The staff of the Massachusetts Board of Underwater Archaeological Resources has reviewed the above referenced project's Notice of Project Change (EEA #15308) prepared by the City of Boston. We offer the following comments.

BUAR notes that an archaeological assessment and an archaeological remote sensing survey of the submerged portions of area was previously conducted by HRA Gray & Pape LLC (under subcontract to Public Archaeology Laboratory, Inc.) under BUAR Special Use Permit #14-003. Survey results found no archaeological or historical resources. Therefore, the project is unlikely to affect submerged cultural resources.

However, should heretofore-unknown submerged cultural resources be encountered during the course of the project, the Board expects that the project's sponsor will take steps to limit adverse affects and notify the Board and the Massachusetts Historical Commission, as well as other appropriate agencies, immediately in accordance with the Board's *Policy Guidance for the Discovery of Unanticipated Archaeological Resources*.

The Board appreciates the opportunity to provide these comments as part of the review process. Should you have any questions regarding the comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victor T. Mastone".

Victor T. Mastone
Director

/vtm

Cc: Brona Simon, MHC
Robert Boeri and Lisa Engler, MCZM (via email attachment)
Bettina Washington, WTGH/A (via email attachment)
Ramona Peters, MWT (via email attachment)



David E. Pierce, Ph.D.
Director

Commonwealth of Massachusetts

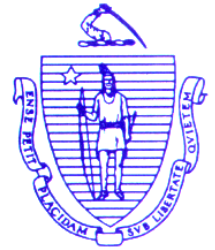
Division of Marine Fisheries

251 Causeway Street, Suite 400

Boston, Massachusetts 02114

(617)626-1520

fax (617)626-1509



Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Ronald Amidon
Commissioner

Mary-Lee King
Deputy Commissioner

August 28, 2018

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
Alex Strysky, EEA No. 15308
100 Cambridge Street, Suite 900
Boston MA 02114

Dear Secretary Beaton:

The Massachusetts Division of Marine Fisheries (MA DMF) has reviewed the Notice of Project Change submitted by the City of Boston Public Works Department for the Long Island Bridge Superstructure Replacement Project (EEA # 15308). The NPC adds to previous MEPA filings with additional details on the design, timeline, and construction approach to the superstructure replacement using the retained bridge piers.

Boston Harbor supports recreationally and commercially significant marine fisheries resources and habitats. Blue mussels (*Mytilus edulis*) and soft shell clams (*Mya arenaria*) were mapped in the project vicinity along both Moon Island and Long Island by *Marine Fisheries* as suitable shellfish habitat. The project area is located in Designated Shellfish Growing Areas GBH3.10 "Long Island", GBH2.5 "Orchard Street Beach/Moon Head" and GBH3.1 "Moon Head Causeway", which are prohibited and conditionally restricted to shellfish harvest. Several diadromous species can be found within the project area as they travel to and from the Charles and Mystic River, Neponset River, and Chelsea Creek. These include alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), American shad (*Alosa sapidissima*), rainbow smelt (*Osmerus mordax*), American eel (*Anguilla rostrata*), white perch (*Morone americana*), and Atlantic tomcod (*Microgadus tomcod*). The project site is also very important habitat for the spawning, larval settlement and juvenile development of winter flounder (*Pseudopleuronectes americanus*). In addition to impacts to shellfish and fin-fish species, lobster (*Homarus americanus*), are commonly found burrowing in the side slopes of channels and are commercially fished in Boston Harbor.

MA DMF understands that the proposed superstructure replacement will include demolition and reconstruction work restricted to the top portion of the piers, above Mean High Water, and repointing of the granite facing, above Mean Low Water. Existing piers will be reused, except pier 1 on the coastal bank, which will be used for temporary support and then abandoned or removed. Pier spans will be floated in and installed by barge at high tide. Cofferdams are not proposed and repointing is planned to be done in the water.

Impacts to marine fisheries resources and habitats from work on the existing piers will be limited to noise impacts. Temporary impacts to the seafloor will result from the use of spuds to hold barges in place and turbidity resulting from pipe pile installation for the temporary supports.

Based on the proposed methods and project design as presented in the Notice of Intent of May 2018 and the NPC of July 31, we have no marine fisheries resource concerns with the proposed work at this time.

Thank you for considering our comments. Please contact Tay Evans with any questions about this review at tay.evans@state.ma.us or 978-282-0308 x. 168

Sincerely,

A handwritten signature in cursive script that reads "David E. Pierce". The signature is written in black ink and is positioned below the word "Sincerely,".

David E. Pierce, PhD
Director

DP/TE/sd

cc:

R. Lehan (DFG)
K. Ford (DMF)
B. Boeri (CZM)
A. Verkade, NMFS
B. Newman (ACOE)
D. Standish (DEP)



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Northeast Regional Office • 205B Lowell Street, Wilmington MA 01887 • 978-694-3200

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

August 28, 2018

Matthew A. Beaton, Secretary
Executive Office of
Energy & Environmental Affairs
100 Cambridge Street
Boston MA, 02114

RE: Boston and Quincy
Long Island Bridge Superstructure
Replacement Project
EEA # 15308

Attn: MEPA Unit

Dear Secretary Beaton:

The City of Boston has filed a Notice of Project Change (NPC) for the Long Island Bridge Superstructure Replacement Project. The Department provides the following comments.

Wetlands

The proposed work assumes that the existing bridge piers can be used for the new superstructure and that additional under-water work will not be necessary. No dredging or fill are proposed in the NPC. Permanent impacts are proposed in 100-foot buffer zone areas, with temporary impacts anticipated within Coastal Bank (852 sf), Coastal Beach (200 sf), Land Under Ocean (40 sf) and Land Subject to Coastal Storm Flowage (710 sf). MassDEP notes that during demolition of the Long Island Bridge, two of the piers were damaged and required repair. If the piers are found to need additional work in order to support the proposed bridge, a new Notice of Intent under the Wetlands Protection Act would likely be required for work in Land Under Water. Furthermore, an individual 401 Water Quality Certification may be needed if the threshold for work in Land Under Water is exceeded. An Order of Conditions for the project has been issued by the Boston Conservation Commission and has been appealed to MassDEP. A Notice of Intent is pending before the Quincy Conservation Commission.

Stormwater

The NPC identified drainage improvements proposed in accordance with the “redevelopment” stormwater design standards of MassDEP’s Stormwater Management Regulations. As proposed in the NPC, stormwater will be directed from the roadway surface via a closed drainage system to Long Island and Moon Island. Stormwater Control Measures include the use of proprietary water quality structures to treat runoff and a subsurface infiltration system to provide recharge. As part of the Notice of Intent review process, the Proponent will be required to provide sufficient information to verify that the project qualifies as a redevelopment project under the Stormwater Management Standards. If the project qualifies as redevelopment, documentation should be presented that clearly demonstrates conformance with the Stormwater Management Standards to the maximum extent practicable, pursuant to 310 CMR 10.05(6)(k)(7) and 310 CMR 10.05(6)(o)(2).

Climate Change

DEP acknowledges and supports the design considerations made with regard to anticipated sea level rise and climate change resiliency as they affect bridge operations, navigation and maintenance.

Construction Period Impacts

Construction period methodology includes the use of barges and land-based cranes to limit impacts to wetland resource areas, including the intertidal zone and the seafloor. Should conditions warrant modifications to the proposed construction methodology that may involve increased impacts to wetland resource areas, the City should consult with DEP to determine if additional permitting and mitigation requirements will be necessary.

The MassDEP Northeast Regional Office appreciates the opportunity to comment on this proposed project. Please contact Rachel.Freed@state.ma.us at (978) 694-3258 for further information on wetlands issues. If you have any general questions regarding these comments, please contact me at John.D.Viola@state.ma.us or at (978) 694-3304.

Sincerely,

**This final document copy is being provided to you electronically by the
Department of Environmental Protection. A signed copy of this document
is on file at the DEP office listed on the letterhead.**

John D. Viola
Deputy Regional Director

cc: Brona Simon, Massachusetts Historical Commission
Eric Worrall, Rachel Freed, MassDEP-NERO



The Commonwealth of Massachusetts

August 21, 2018

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Secretary Matthew A. Beaton
Executive Office of Energy & Environmental Affairs
Attn: Purvi Patel, MEPA Unit
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Long Island Bridge Superstructure Replacement Project, Boston and Quincy, MA. MHC #RC.57343. EEA #15308.

Dear Secretary Beaton:

Staff of the Massachusetts Historical Commission (MHC), have reviewed the Notice of Project Change (NPC), received July 31, 2018, for the project referenced above.

Long Island in its entirety is listed in the State and National Registers of Historic Places as part of the Boston Harbor Islands Archaeological District (MHC #BOS.IZ). The project impact areas associated with bridge approaches on Long Island may contain ancient Native American archaeological resources within the archaeological district. Buried archaeological resources associated with the ancient and historical period occupation of Long Island, including unmarked human burials, may be expected within archaeologically sensitive, intact portions of the Long Island approach project impact areas.

The MHC requests that an intensive (locational) archaeological survey (950 CMR 70) be conducted for the Long Island approach aspect of the overall project. The purpose of the survey is to locate and identify any significant archaeological resources that may be affected by the project. A State Archaeologist's field investigation permit (950 CMR 70) for the archaeological Principal Investigator would be required to ensure that the proposed survey and reporting will meet professional standards.

The MHC looks forward to receiving the information requested above and to consultation to avoid, minimize or mitigate adverse effects to significant historic and archaeological resources.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), Massachusetts General Laws Chapter 9, Sections 26-27C (950 CMR 70-71), the Massachusetts Unmarked Burial Law (Massachusetts General Laws Chapter 38, Section 6; Chapter 9, Section 26A and 27C; and, Chapter 7, Section 38A; all as amended) and MEPA (301 CMR 11). If you have questions or require additional information, please contact Jonathan K. Patton at this office.

Sincerely,

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Para Jayasinghe, City of Boston
Barbara Newman, USACOE-NED
Kate Atwood, USACOE-NED
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Joseph Bagley, Boston Landmarks Commission, Environmental Department
Ellen Berkland, DCR
Sam Moffett, TRC Environmental Corporation

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Fax Transmittal Memorandum

To: Privi. Patel, MEPA Fax #: _____

From: Jon Patton Date: 8/22/18

Re: Long Island Bridge Superstructure Pages, including cover sheet: 2
Replacement, Boston, Quincy, EEA # K308
MHC # 57343

Comments: MHC 8/21/18 comments on NPC

If this communication has been received in error, please notify us immediately.

220 Morrissey Boulevard, Boston, Massachusetts 02125
Tel: (617) 727-8470 · Fax: (617) 727-5128 · Website: www.sec.state.ma.us/mhc/

Patel, Purvi (EEA)

From: Paulson, David (FWE)
Sent: Thursday, August 09, 2018 9:59 AM
To: Patel, Purvi (EEA)
Cc: Cheeseman, Melany (FWE)
Subject: Long Island Bridge Superstructure Replacement Project NPC (15308/14-32880)
Attachments: Quincy_14-32880_NOI.PDF; Boston_14-32880_NOI.PDF

Executive Office of Environmental Affairs
Attention: MEPA Office
Purvi Patel, EEA No. 15308
100 Cambridge St. Suite 900
Boston, Massachusetts 02114

Project Name: Long Island Bridge Superstructure Replacement Project
Proponent: City of Boston, Public Work Department
Location: Long Island and Moon Island
Document Reviewed: Notice of Project Change
EEA No.: 15308
NHESP No: **14-32880**

Dear Secretary Beaton:

The Natural Heritage & Endangered Species Program of the Massachusetts Division of Fisheries & Wildlife (the "Division") has reviewed the Notice of Project Change (NPC) for the proposed "*Long Island Bridge Superstructure Replacement Project*" and would like to offer the following comments regarding state-listed rare species and their habitats.

On June 1, 2018, The Division issued a "No Take/No Adverse" Determination for the above referenced project pursuant to MESA and WPA. Attached is the determination letter for your review and reference.

We appreciate the opportunity to comment on this project. If you have any questions about this letter, please contact David Paulson, Endangered Species Review Biologist, at (508) 389-6366 or david.paulson@state.ma.us.

David Paulson

Senior Endangered Species Review Biologist
Massachusetts Division of Fisheries & Wildlife
1 Rabbit Hill Road, Westborough, MA 01581
p: (508) 389-6366 | e: david.paulson@state.ma.us
mass.gov/masswildlife | facebook.com/masswildlife



MASSWILDLIFE

DIVISION OF FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581

p: (508) 389-6300 | f: (508) 389-7890

MASS.GOV/MASSWILDLIFE

June 1, 2018

Para Jayasinghe
City of Boston
One City Hall Plaza
Boston MA 02201

Boston Conservation Commission
Boston Environment Department
1 City Hall Plaza, Room 709
Boston MA 02201

RE: Applicant: Para Jayasinghe, City of Boston Public Works Department
 Project Location: Long Island Bridge
 Project Description: Bridge Rehabilitation
 DEP Wetlands File No.: 006-1593
 NHESP File No.: **14-32880**

Dear Commissioners & Applicant:

The Natural Heritage & Endangered Species Program of the Massachusetts Division of Fisheries & Wildlife (the "Division") received a Notice of Intent with site plans (dated April 30, 2018) in compliance with the rare wildlife species section of the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.37). The Division previously received the MESA Review Checklist and supporting documentation for review pursuant to the MA Endangered Species Act Regulations (321 CMR 10.18).

WETLANDS PROTECTION ACT (WPA)

Based on a review of the information that was provided and the information that is currently contained in our database, the Division has determined that this project, as currently proposed, **will not adversely affect** the actual Resource Area Habitat of state-protected rare wildlife species. Therefore, it is our opinion that this project meets the state-listed species performance standard for the issuance of an Order of Conditions.

Please note that this determination addresses only the matter of **rare** wildlife habitat and does not pertain to other wildlife habitat issues that may be pertinent to the proposed project.

MASSACHUSETTS ENDANGERED SPECIES ACT (MESA)

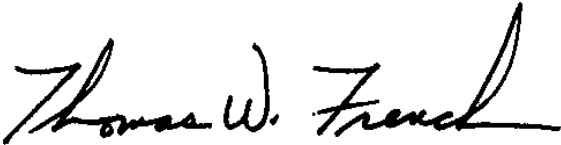
Based on a review of the information that was provided and the information that is currently contained in our database, the Division has determined that this project, as currently proposed, **will not result in a prohibited Take** of state-listed rare species. This determination is a final decision of the Division of Fisheries and Wildlife pursuant to 321 CMR 10.18. Any changes to the proposed project or any additional work beyond that shown on the site plans may require an additional filing with the Division

MASSWILDLIFE

pursuant to the MESA. This project may be subject to further review if no physical work is commenced within five years from the date of issuance of this determination, or if there is a change to the project.

Please note that this determination addresses only the matter of state-listed species and their habitats. If you have any questions regarding this letter please contact Emily Holt, Endangered Species Review Assistant, at (508) 389-6385.

Sincerely,

A handwritten signature in black ink that reads "Thomas W. French". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

Thomas W. French, Ph.D.
Assistant Director

cc: Samuel Moffett, TRC Environmental
MA DEP Northeast Region
Quincy Conservation Commission



MASSWILDLIFE

DIVISION OF FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581

p: (508) 389-6300 | f: (508) 389-7890

MASS.GOV/MASSWILDLIFE

June 1, 2018

Para Jayasinghe
City of Boston
One City Hall Plaza
Boston MA 02201

Quincy Conservation Commission
City Hall
1305 Hancock Street
Quincy MA 02169

RE: Applicant: Para Jayasinghe, City of Boston Public Works Department
Project Location: Long Island Bridge
Project Description: Bridge Rehabilitation
DEP Wetlands File No.: 059-1414
NHESP File No.: **14-32880**

Dear Commissioners & Applicant:

The Natural Heritage & Endangered Species Program of the Massachusetts Division of Fisheries & Wildlife (the "Division") received a Notice of Intent with site plans (dated May 14, 2018) in compliance with the rare wildlife species section of the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.37). The Division previously received the MESA Review Checklist and supporting documentation for review pursuant to the MA Endangered Species Act Regulations (321 CMR 10.18).

WETLANDS PROTECTION ACT (WPA)

Based on a review of the information that was provided and the information that is currently contained in our database, the Division has determined that this project, as currently proposed, **will not adversely affect** the actual Resource Area Habitat of state-protected rare wildlife species. Therefore, it is our opinion that this project meets the state-listed species performance standard for the issuance of an Order of Conditions.

Please note that this determination addresses only the matter of **rare** wildlife habitat and does not pertain to other wildlife habitat issues that may be pertinent to the proposed project.

MASSACHUSETTS ENDANGERED SPECIES ACT (MESA)

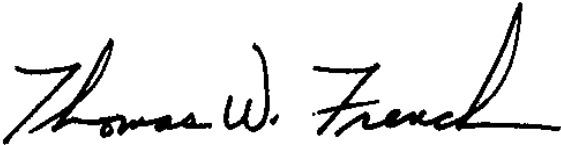
Based on a review of the information that was provided and the information that is currently contained in our database, the Division has determined that this project, as currently proposed, **will not result in a prohibited Take** of state-listed rare species. This determination is a final decision of the Division of Fisheries and Wildlife pursuant to 321 CMR 10.18. Any changes to the proposed project or any additional work beyond that shown on the site plans may require an additional filing with the Division

MASSWILDLIFE

pursuant to the MESA. This project may be subject to further review if no physical work is commenced within five years from the date of issuance of this determination, or if there is a change to the project.

Please note that this determination addresses only the matter of state-listed species and their habitats. If you have any questions regarding this letter please contact Emily Holt, Endangered Species Review Assistant, at (508) 389-6385.

Sincerely,

A handwritten signature in black ink that reads "Thomas W. French". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

Thomas W. French, Ph.D.
Assistant Director

cc: MA DEP Northeast Region
Samuel Moffett, TRC Environmental
Boston Conservation Commission



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR JOHN F. KEENAN
NORFOLK AND PLYMOUTH DISTRICT

ROOM 413F, STATE HOUSE

BOSTON, MA 02133

REPRESENTING:

ABINGTON

BRAINTREE

HOLBROOK

QUINCY

ROCKLAND

August 27, 2018

Ms. Purvi Patel
Environmental Analyst
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

RE: EEA #15308 - Long Island Bridge Superstructure Replacement Project

Dear Ms. Patel:

Thank you for the opportunity to provide comments regarding **EEA #15308 - Long Island Bridge Superstructure Replacement Project**. I write in opposition to the project as currently proposed and believe alternative transportation methods would be more suitable given the cost and traffic implications of this project.

Long Island is located less than a mile off the shore of Quincy, and until recently was connected to the South Shore and Boston area only by the Long Island Bridge. This bridge ran between Long Island, and the Squantum neighborhood of Quincy, allowing vehicles then to use Quincy local roads to access I-93. The bridge fell into disrepair and was demolished at the end of 2014.

EEA #15308 seeks to rebuild the Long Island Bridge at a cost of upwards of \$100 million, an enormous price tag that could be utilized more effectively for other transportation needs. The bridge, only accessible via the Squantum neighborhood, would also bring increased traffic to local roads, which are not equipped to handle this level of traffic flow.

Rather than seeking to rebuild this bridge as the proposed project contemplates, Quincy's local and state elected officials have been avidly pursuing water transportation options, working to establish ferry service from Squantum to Boston and other municipalities on the harbor. We have made great progress in this

effort, while also advancing a broader and long overdue discussion of ferry service throughout the Boston Harbor area, which could include expanded access to Long Island.

Quincy has already demonstrated that ferry service can be established in this area. It would be irresponsible to undertake a major, high cost road and bridge project without first examining whether the area can be better served instead by ferry. Therefore, I encourage you to reject this project proposal until a thorough analysis of alternative transportation methods has been completed.

Thank you for your consideration of these comments, and please let me know if you have any questions, or if I can be of any assistance.

Sincerely,

A handwritten signature in blue ink that reads "John F. Keenan". The signature is written in a cursive style with a large initial "J" and "K".

John F. Keenan
Norfolk and Plymouth



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR MICHAEL F. RUSH
Norfolk and Suffolk District

MIKE.RUSH@MASENATE.GOV
WWW.MASENATE.GOV

Chairman
JOINT COMMITTEE ON VETERANS
AND FEDERAL AFFAIRS
SENATE COMMITTEE ON
PERSONNEL AND ADMINISTRATION

STATE HOUSE, ROOM 511C
BOSTON, MA 02133-1053

TEL. (617) 722-1348
FAX. (617) 722-1071

August 27, 2018

Matthew A. Beaton, Secretary
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Long Island Bridge

Dear Secretary Beaton:

I am writing, as a state elected official representing the City of Boston, in regards to the Long Island Bridge reconstruction project. This bridge project will be a vital tool in addressing and combating the growing opioid epidemic in and around the region.

The public health recovery campus on Long Island, and bridge access to it, will assist the city to comprehensively meet all operational requirements for much needed treatment services.

I am well aware of the fact that alternative approaches such as ferry service to the island have been discussed. On the other hand, such ferry service will be operationally inadequate and costly and comes with significant environmental impacts.

It makes the most sense strategically and operationally to replace the bridge structure rather than using alternatives to gain access to the island and its facilities. Once the bridge reconstruction project is complete, bridge access to the public health campus on Long Island will be available for all types of vehicles year round to support safe and effective addiction treatment.

I respectfully request the approval of the Long Island Bridge Superstructure Replacement Project as your deliberations move ahead.

If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Mike Rush". The signature is written in a cursive style with a large, stylized "M" and "R".

Mike Rush
State Senator
Norfolk & Suffolk District

Cc: Ms. Purvi Patel



THE GENERAL COURT OF MASSACHUSETTS

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

REP. ANGELO MICHAEL SCACCIA
STATE HOUSE, ROOM 167
BOSTON, MA 02133-1054
(617) 722-2230

RECEIVED
AUG 30 2018
MEPA

August 27, 2018

Secretary Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA #15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Secretary Beaton:

I write to express my strongest support for the Long Island Bridge reconstruction project. This project has been submitted for permitting to the Massachusetts Environmental Protection Agency.

The Long Island campus is critical for maintaining the public health of the residents of Boston and the surrounding communities. The City of Boston has designed a strategy to replace the bridge superstructure by implementing the use of barges to float bridge spans onto existing bridge piers and abutments. Through this approach, the impact to the community and environment will be very limited. Once complete, the bridge will allow safe travel of all necessary vehicles, including automobiles and ambulances, to help support one's recovery.

As the state representative for the 14th Suffolk district, I have had the honor of serving on the Joint Committee on Mental Health, Substance Use and Recovery. Through my work on this committee, I have seen and heard first-hand the challenges facing those attempting to obtain and retain sobriety. The unprecedented crisis throughout the Commonwealth and nation requires an aggressive, proactive and inclusive solution. On the state level, our Governor has made the issue of opioid addiction the top priority of his administration, and this session he joined the Legislature in passing the CARE Act to address treatment solutions for this crisis. The Long Island campus would give those living with addiction the opportunity to obtain services from the beginning of treatment through the difficult stages of finding housing, employment and continued health care in one convenient, accessible location.

When the Governor of the Commonwealth and the Mayor of the City of Boston are in synch in addressing the needs of those affected by the opioid epidemic, we should follow.

The City's plan is the plan that is needed at this time.

Thank you for your consideration of the permit application for the Long Island Bridge reconstruction project. Please do not hesitate to reach out to me if I can provide any additional testimony to stress the need for implementation and approval. I can be reached at Angelo.Scaccia@mahouse.gov or (617) 722-2230.

Respectfully,



ANGELO M. SCACCIA
State Representative
14th Suffolk district



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR WILLIAM N. BROWNSBERGER
Second Suffolk and Middlesex District

STATE HOUSE, ROOM 504
BOSTON, MA 02133-1053
TEL. (617) 722-1280
FAX (617) 722-1069

WILLIAM.BROWNSBERGER@MASENATE.GOV
WWW.MASENATE.GOV

Senate Chair
JOINT COMMITTEE ON
THE JUDICIARY
Vice Chair
SENATE COMMITTEE ON
ETHICS

MENTAL HEALTH, SUBSTANCE
USE AND RECOVERY
PUBLIC SAFETY AND
HOMELAND SECURITY
PUBLIC SERVICE
WAYS AND MEANS

August 28, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

I am writing to express my support for the Long Island Bridge Replacement Project.

The bridge closure and subsequent loss of services has made it more difficult for the city to respond to homelessness and the opiate crisis. Reconstructing the bridge and reopening the services on Long Island will improve the city and the region's ability to overcome these challenges.

It is my understanding that reconstruction of the bridge will have minimal environmental impacts. Barges will be used to float bridge spans in to place and be placed on the existing piers. Road access to the island will enable 24 hour access in all weather conditions, which could not be accomplished by other means. Finally, over the expected 75 year life cycle of the bridge the city expects it will cost less than ferry service.

Thank you for the opportunity to comment on this project.

Sincerely,

William N. Brownsberger
STATE SENATOR





1st Norfolk District
Quincy – Randolph

Bruce J. Ayers
State Representative

45 Williams Street, N. Quincy, MA 02171
(617) 472-9877
brucej.ayers@yahoo.com



September 6, 2018

Ms. Purvi Patel
Environmental Analyst
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

RE: EEA #15308 - Long Island Bridge Superstructure Replacement Project

Dear Ms. Patel:

Thank you for the opportunity to provide comments regarding **EEA #15308 - Long Island Bridge Superstructure Replacement Project**. I write in opposition to the project as currently proposed. There are several factors regarding the bridge's rebuilding that have not been addressed to the satisfaction of the Quincy Conservation Commission and the residents of my district.

I feel that the issues of lead contamination, infrastructure erosion, the impact the rebuilding of the bridge would have on wetlands and on marine life are serious concerns that **EEA #15308** has not adequately addressed.

In addition to the environmental concerns, the recent publishing of a report by David Gress Consulting speaks to the instability and danger of the existing concrete structures that **EEA #15308** has indicated they plan to reuse. The report clearly demonstrates that the original piers are "not suitable for reuse to support a new bridge." The life expectancy of the Long Island Pier Concrete has long expired and the concrete shows unsafe and extremely distressed concrete. If reused, that concrete would be expected to last another 75 years, but the report clearly states that the concrete within the piers is not suitable for reuse. The viability of the concrete from the 1940s does not meet modern-day safety standards. Outdated concrete located in a severe New England environment is extremely vulnerable to freezing and thawing destruction and its use will be dangerous, high-risk, and problematic.

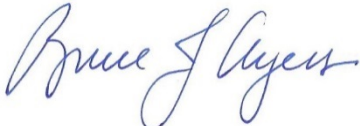
An alternative to rebuilding the bridge would be pursuing water transportation options. This session, I have filed a bill seeking further investigation into the possibility of a ferry service to and from Long

Island. A ferry would be a more cost-effective and environmentally friendly means of transportation that Quincy's local and state officials have been researching and supporting.

There is already a pre-existing ferry service on the Provincetown II to transport individuals to Camp Harbor View. This runs from the World Trade Center Pier directly to Long Island. There are also other ferry services throughout the Boston Harbor area, which we propose could include and be expanded to provide access to Long Island. With the recent addition of the Marina Bay Ferry, Quincy has already demonstrated that ferry service can be established in this area. Therefore, I urge you to reject this project proposal until answers are provided to our structural and environmental concerns and a thorough analysis of alternative transportation methods has been completed.

Thank you for your consideration of these comments, and please let me know if you have any questions, or if I can be of any assistance.

Sincerely,

A handwritten signature in blue ink that reads "Bruce Ayers". The signature is written in a cursive, flowing style.

Bruce Ayers

State Representative – 1st Norfolk District



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

RECEIVED
SEP 19 2018
MEPA

ADRIAN C. MADARO
REPRESENTATIVE
1ST SUFFOLK DISTRICT
ROOM 473B
TEL: (617) 722-2263
FAX: (617) 722-2837

Adrian.Madaro@MAhouse.gov

September 11, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

Re: Long Island Bridge Superstructure Replacement Project, EEA # 15308

Dear Ms. Patel:

I am writing to express my support for EEA #15308, the Long Island Bridge Superstructure Replacement Project. This is a critical infrastructure initiative which will provide consistent, reliable access to Long Island from the mainland in an efficient and environmentally-friendly manner.

The Bridge Replacement project would utilize existing piers and abutment to which pre-constructed bridge spans will be floated and installed. This would minimize the impact to the environment as well as the disruption to the surrounding communities. A bridge would be both less costly and less environmentally impactful than a ferry service, which would require the creation of new docking and road facilities and periodic dredging, as well as adequate staffing and the size capacity to handle vehicle transport. A ferry transportation system would also be less reliable, susceptible to interruption based on weather conditions and other factors, which would prevent the transfer of supplies and risk inaccessibility in the event of an emergency.

The public health recovery campus is a vital resource for the City of Boston in its efforts to respond to the growing opioid epidemic. Consistent, reliable access to and from the island is necessary to ensure stable operation and efficient response to emergency situations. A ferry service would be inadequate in meeting that demand. In times like this, ensuring access and full functionality for this crucial resource should be a priority. We should be building bridges to recovery, not tearing them down. I urge you to look favorably upon this project.

Sincerely,

A handwritten signature in blue ink, appearing to be "Adrian C. Madaro".

Adrian C. Madaro
State Representative

September 11, 2018

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office, Purvi Patel
EEA No. 15308
100 Cambridge Street, Suite 900
Boston MA 02114

Re: **Long Island Bridge Superstructure Replacement Project
MEPA Notice of Project Change (EEA #15308)**

Dear Secretary Beaton:

On behalf of Mayor Thomas P. Koch and the team of public officials and consultants working for the City of Quincy's to review of the above-referenced project, we respectfully submit the following comments on the proposed Long Island Bridge Superstructure Replacement Project proposed by the City of Boston.

The City of Quincy commends the City of Boston and the Public Health Commission for their efforts in addressing the public health issues surrounding addiction and in helping disadvantaged youth and the homeless. It has been almost four years since the Long Island facility has been used, when the City of Boston evacuated the property on October 8, 2014. Existing conditions within the North Quincy/Squantum area of the City of Quincy, which will be significantly impacted by this project, have changed over the intervening years. The City of Boston has presented a plan to reconstruct the bridge deck of the Long Island Bridge, but has not provided any details about the build-out of Long Island and the related impacts to the natural and built environment associated with the full project. As such, the City of Quincy has significant concerns related to the increase in traffic through Quincy's roadway network, as well as the true environmental impacts of the bridge and the redevelopment of Long Island.

The NPC indicates that the proposed construction of a new superstructure on the existing bridge abutments would result in limited resource area impacts. However, the NPC deliberately segments the Long Island project by providing insufficient detail on the long-term plans for use of Long Island or the repairs to the severely damaged roadway on Moon Island. Since the NPC fails to provide information on the eventual build-out of the facilities on Long Island, the City of Boston does not provide reliable information regarding the number of proposed bridge users, the overall traffic impacts, the adequacy of the bridge design based on an accurate assessment of the bridge loading using the projected utilization at full build-out, or traffic mitigation measures. The NPC does not provide fulsome information regarding the extent of the construction period impacts associated not only with the bridge construction, but also the subsequent development of Long Island. As a result, the City of Boston has not provided sufficient information to assess the full extent of impacts and to determine if the proposed project change is insignificant under 301 CMR 11.10(6)(a). For example, the NPC does not even indicate how much of the 225 acre island will be altered by the entire project. Without this information it is impossible to quantify the impacts from the NPC. In order to assess the full environmental impact of the project, additional information and assessment is needed of the bridge impacts and the impacts from the larger project that the bridge supports: the redevelopment of Long Island. The project as limited by the NPC violates the anti-segmentation provision at 301 CMR 11.01(3)(c). We therefore believe that a full EIR is required.

The City of Quincy's concerns are described in more detail below.

Full Project Analysis

- The Long Island Bridge Superstructure Replacement Project NPC describes only the proposed replacement of the bridge, using the existing pier structures, for the purpose of facilitating "operating a comprehensive, long-term recovery campus on Long Island." No details are provided regarding what the "comprehensive, long-term recovery campus" entails, such as number of beds, transitional support and sober housing, staff, or projected traffic, nor is there a "by the numbers" comparison of what services were previously offered on Long Island and what services and for how many are proposed under the current scheme, including the potential for additional development on Long Island. The filing does not address whether the upgraded campus will also provide housing for the homeless, which was a hallmark aspect of the facility before those individuals were displaced when the services were terminated in 2014.
- The NPC improperly segments the Long Island build-out from the bridge project. The NPC attached the February 6, 2015 Certificate which dealt only with the emergency demolition of the old bridge, and did not discuss the build-out post-demolition. Similarly, the April 30, 2015 Certificate on the Amended NOI dealt solely with the demolition of the bridge, and merely stated, "I expect that the City will address replacement of the bridge through a subsequent Notice of Project Change (NPC)...." Again, there was no acknowledgement of the build-out on Long Island in the ENF or NPC. The City of Boston surely anticipated such a build-out in 2015. The NPC procedure cannot be used to avoid an EIR for the bridge and build-out which are inexorably interwoven.
- News accounts keep increasing the cost of just the bridge now reported to be \$100 million, which estimate Quincy's engineers believe is understated. Beyond just the cost of the bridge replacement, the City of Boston should provide more information on the estimated cost for the *entire* project on Long Island so the context and scope of the NPC can be better understood and evaluated. When considering the need for replacement of the Long Island Bridge, the City of Boston's own Finance Commission sent a letter to Mayor Walsh strongly urging the City to create a long-term use plan for Long Island **before** committing to the construction of a new bridge. If a long-term plan for Long Island's use has been created, it should be disclosed and any changes in impacts and associated thresholds accounted for. If a long-term plan has not been created as strongly recommended by the Finance Commission, one should be developed as part of the MEPA process. In order to avoid improper segmentation, the City of Boston should be required to provide a master plan for the long-term use of Long Island, potential associated impacts to resource areas, historical and archaeological resources, and utilities. Per 310 CMR 11.01 (3)(c), "the Proponent, any Participating Agency, and the Secretary shall consider the entirety of the Project, including any likely future Expansion, and not separate phases or segments thereof. The Proponent may not phase or segment a Project to evade, defer or curtail MEPA review. The Proponent, any Participating Agency, and the Secretary shall consider all circumstances as to whether various work or activities constitute one Project, including but not limited to: whether the work or activities, taken together, comprise a common plan or independent undertakings, regardless of whether there is more than one Proponent; any time interval between the work or activities; and whether the environmental impacts caused by the work or activities are separable or cumulative." As the bridge's purpose is to serve development of the island, the two are inseparable. In an opinion piece in the Boston Globe on January 8, 2018, Mayor Walsh claimed that the City of Boston was committed to "building bigger and better recovery services on Long Island." But the NPC does not have any details of what that ambitious vision

would look like or what traffic and resource area impacts would result from such an expanded facility. Without this critical information, the NPC filing is incomplete and the Secretary cannot assess compliance with the regulatory criteria, including, but not limited to the assessment of the significance of the proposed change to reconstruct the Long Island Bridge. Based on the City of Boston's position, the Long Island Bridge project and the development of facilities for recovery services are essential elements of this project. Thus, the full scale of the project should be disclosed and combined for the purposes of assessing compliance with MEPA.

- Beyond rehabilitating and enhancing the aging healthcare facilities, there are other development possibilities on the largest island in Boston Harbor that would be part of the Expansion associated with the NPC. In a January 9, 2018 article in the Boston Globe, the Chief Executive of Boston Harbor Now, an organization that partners with public agencies to protect and enhance utilization of Boston's island assets, claimed the commercial development of Long Island, which could bring in additional private financing, is an attractive option that could occur alongside the recovery services facility. Even Mayor Walsh admits "private sector cash sure would help." Yet, the NPC itself provides no information about the long-term development plans for Long Island and is eerily silent about the potential for private sector development on the island. Without this information, the NPC filing is incomplete, and Quincy and MEPA cannot adequately assess the impacts associated with the proposed construction of the Long Island Bridge.

Alternatives Analysis

- A more robust analysis of alternatives should be included to identify how the project was designed to avoid and minimize wetland resource area impacts based on the entire project limits, including off-site improvements to roadways leading up to the Long Island Bridge and what improvements are needed to the facilities on Long Island.
- The alternatives analysis must further evaluate transportation by ferry service (which the City of Quincy and the Squantum residents fully support). Ferry service to Long Island is already in use. The use of existing docks and piers should be presented with a comparative analysis of impacts. In the September 2002 *Long Island Limited Public Access Plan* (2002 Public Access Plan), prepared for the City of Boston by The Cecil Group, Inc., **water-based access was recommended as the best means for the City to establish public access** for a number of reasons, including: limiting impact to Quincy neighborhoods; the inadequacy of existing land-based access infrastructure; and the need to control public access to protect the people using the health facilities as well as to protect the natural, historic and archaeological resource at the site. Water-based access was preferred in part because "the roadway system in the Squantum neighborhood of Quincy to which the Long Island Bridge and causeway connect is inadequate to handle additional traffic associated with public use of the island. It is also assumed that increased traffic load on these roads would be unpopular with Quincy neighbors." Furthermore, as stated in the report, "traffic through Quincy must be kept at current levels or reduced over time."
- The NPC does not provide reliable data that the use of the docks and ferry service is infeasible and unreliable. We are told by ferry service operators that they can safely and reliably provide ferry service to the projected population. For truly medically fragile residents, helicopter transport from Long Island to full service hospitals is no more challenging than air evacuation of critical patients currently in use throughout the region, and air transport in such instances would likely be favored over a circuitous drive off the island to Boston's medical complexes.

Transportation Concerns

- The proposed bridge is to service a facility that has been closed for almost four years, since October of 2014. No information has been provided on the anticipated traffic to be generated by the proposed facilities on Long Island. In a preliminary structure report provided to the City of Quincy by the City of Boston, the bridge was designed for 5,000 ADT as a "conservative" number. The NPC says that post-construction traffic volumes are "not expected to be significantly different from those prior to the bridge demolition in 2015." No backup data regarding the previous or anticipated traffic impacts has been provided. As the project is being carried out greater than three years since the discontinuance of the previous use, we request that MEPA consider development within Long Island as "New" and that the City of Boston be required to provide information on the anticipated traffic generation to confirm if the project triggers an EIR threshold under 301 CMR 11.03(6)(a)6. "Generation of 3,000 or more New ADT on roadways providing access to a single location." In addition, as discussed above, the City of Boston must provide more information about the long-term development plan for Long Island. Without additional details on the full Expansion, the traffic information and estimates based solely on prior utilization are not informative.
- According to the City of Boston, Long Island is intended to be the home of state-of-the-art medical and residential public health facilities. As these facilities will attract vehicular traffic through Quincy, additional assessment of traffic impacts should be provided including identification of the likely traffic route and potential constrictions; a description of the road and neighborhood conditions along the route relative to when the bridge was in use over three years ago; recommended improvements on roadways leading up to the bridge; and alternatives designed to improve safety, reduce congestion and minimize environmental impacts.
- The proposed bridge cross section replicates the 1950s era design of two 12-foot travel lanes and one 6-foot sidewalk. No technical studies or design justification have been provided to justify the selected cross-section and its ability to meet current and future multi-modal transportation needs or to accommodate vehicle breakdowns or emergency layover on the 3,000+ foot long bridge. A new analysis of transportation impacts and applicability of current multi-modal design standards should be a minimum prerequisite for any new design of the bridge.
- The NPC application material does not provide details relative to the structural integrity of the existing approximately 67-year old piers and their ability to last another 75 years. The currently proposed bridge design aims to replace the previously existing superstructure on the old piers without consideration or a discussion of future transportation needs.
- The City of Quincy contracted with Dr. David Gress, Ph.D., who specializes in Civil Engineering with emphasis in Concrete Materials. His report on the Long Island Bridge concrete is attached hereto as Exhibit A, and important summary conclusions are reiterated verbatim below. It is clear from Dr. Gress's assessment that additional concrete testing and analysis is required, and additional consideration to the impacts of Alkali Silica Reaction (ASR) on the structural design and environmental impacts required.
 - "The cost-effective engineering life expectancy of the Long Island Pier Concrete has expired.
 - ASR deterioration and freezing and thawing damage will continue at an accelerated rate.

- The expectation that the concrete could have an effective design life for an additional 75 years is extremely unrealistic based on its deteriorated existing condition.”
- As replacement of the piers would likely require more than 12,000 sf of impacts to Land Under the Ocean, the condition of the piers with regard to ASR and their ability to support the long-term use of the bridge deck for all proposed uses on Long Island should be further assessed. In a recently closed public hearing before the Quincy Conservation Commission for the bridge replacement project, the Commission requested additional information so it could accurately assess impacts and necessary mitigation that will be required to address the serious structural deficiencies identified by Dr. Gress, but the City of Boston refused to provide any additional testing or analysis in response to Dr. Gress’ report. The Commission on September 5, 2018 voted to deny the bridge project.
- *MassDOT Design Guide (Chapter 10, page 10-3)* notes that all structures should be designed with shoulders, curbing, lighting and other highway elements that exist on the approaching roadway or that may be expected to be provided on the approaching roadway with future improvements. Bridges should also include sidewalks and bicycle accommodation even where such facilities are not provided on the approaching roadway. These facilities are needed to provide pedestrian and bicycle access across barriers, such as water, railroads and highways and to assure facilities are consistent with potential future roadway and sidewalk improvements on the approaching roadway. The currently proposed bridge design aims to replace the previously existing cross-section without consideration or discussion of future needs.
- AASHTO (*A Policy on Geometric Design of Highways and Streets Section 2.3.2.2.3*) requires that geometric standards shall either be satisfied, or exceptions thereto shall be justified and documented. The currently proposed bridge design related documentation does not include any such justification.
- In its August 21, 2018 Memorandum (attached hereto as Exhibit B), Tighe & Bond observed that the City of Boston’s preliminary structures report indicates that the new bearing will be higher to account for sea level rise, but no elevations are given. Additional information must be provided confirming how and what degree of sea level rise has been accounted for in bridge deck height design. The City of Boston’s Climate Consensus Projection calls for considerable sea level rise by 2100 which appears to submerge the bridge bearings. Worst case sea level rise through the projected useful life of the bridge should be evaluated. In addition, the Memorandum notes that review of the project geotechnical report and subsurface test borings in 2015, indicates there is a change in bedrock mid-way along the bridge. A review of geological bedrock mapping suggests there is a known fault in this vicinity. Information on how the presence of the fault was incorporated into the bridge pier reuse assessment and design is required.

Environmental Impacts


- The City of Quincy has technical concerns related to the lack of detailed information on the structural integrity of the existing piers to be reused for the new bridge deck and the related quantification of impacts to wetland resource areas. These quantifications include the potential for underwater repairs of the existing piers, which would have direct impacts to Land Under the Ocean, as well as fisheries and shellfisheries, and disturbance of potentially contaminated sediments within the immediate vicinity of the bridge piers. These are of particular concern in the project area, which is a mapped shellfish habitat and is known winter flounder spawning habitat.

- The NPC does not provide specific best management practices to be used to minimize potential construction related impacts from pier repair debris or work impacting the seafloor, and instead relies on means and methods to be determined by the contractor at the time of construction, which does not provide sufficient detail to ensure proper protection of the functions and values of wetland resource areas.
- The City of Boston needs to provide more detail on wetland resource area impacts. The Notices of Intent submitted to the Boston and Quincy Conservation Commissions include over 1,800 sf of resource area impacts, compared to the 1,000 sf of impacts in the NPC. An increased (conservative) delineation of impacts is needed. A detailed analysis confirming or modifying Dr. Gress' report which shows that additional Land Under the Ocean impacts are likely for the work rehabilitating or replacing piers. In its June 6, 2018 Memorandum (attached hereto as Exhibit C), Tighe & Bond describes why City of Boston's approach to work below water is inadequate and why cofferdams are required for this work. Cofferdams will increase the area of resource area alteration. The more accurate and larger estimate of alteration does not prohibit permitting the project but does require more mitigation, additional regulatory review, and specific means and methods of protection.
- The suitability of the existing concrete piers is a baseline question that must be addressed in order to comprehensively assess the environmental impacts. Based on Dr. Gress's review and report of available data, the prospect of Boston having to build new piers is much more likely to occur than has been presented in the NPC. Consequently, the true environmental risks and their potential impacts are incapable of being fundamentally addressed by a review of incomplete data as proffered in the NPC. The potential replacement of the piers presents heightened environmental risks that have not been assessed and must be considered in the context of the overall project. Thus far, the City of Boston has asked the decision-makers to accept vague and undefined assurances of its intent to assess and comply in the future. MEPA should require that the City of Boston conduct the necessary research to confirm the project's environmental impacts. The data necessary for a comprehensive risk assessment as it relates to the suitability of the re-use of the existing piers is capable of being known today by conducting the additional testing recommended by Dr. Gress. This is a reasonable request under these conditions and circumstances, and MEPA should insist on the analysis so it can properly assess the long-term viability of the project as proposed in the NPC.
- The construction methodology states that "no cofferdams are required and the repointing of the bridge pier masonry can be performed underwater." Additional information is needed on which BMPs and methods are proposed in order to perform proposed repairs in the water.
- To date, sediment in close proximity to the existing piers has not been evaluated for potential contaminants of concern. As the proposed work has the potential to disturb this sediment, the City of Boston should characterize the sediment and evaluate potential mobilization of contaminants. Based on the results of the sediment characterization study, the City of Boston should identify methods that will be implemented during construction to minimize sediment mobilization and evaluate potential water quality impacts from identified contaminants.

Due to the extensive issues noted above, we request that MEPA require the City of Boston to perform the necessary planning work to better define the full nature and extent of the project and all associated impacts. In order to prevent segmentation and to provide an opportunity for consideration of the entirety of the Project, including any likely future expansion, we urge the Secretary to require a full EIR.

Very truly yours,

TIGHE & BOND, INC.



David A. Murphy, P.E.
Vice President

Enclosures

Copy: Para Jayasinghe, City of Boston Public Works Department (w/encl)
Sam Moffett, TRC (w/ encl)
Eric Worrall, Director MassDEP SERO (w/encl)
James Timmins, Quincy City Solicitor (w/encl)
John F. Shea Esq., Quincy Special Counsel (w/encl)

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**Dr. DAVID GRESS, Ph.D.,
Consulting Engineer
14 Sewall Road
Portsmouth, New Hampshire 03801
603-661-0121**

September 3, 2018

James Timmins
City Solicitor
1305 Hancock Street
Quincy MA 02169

Re: Long Island Bridge Concrete report

Dear Mr. Timmins:

As per your request and authorization, I have completed the evaluation of reports relative to the condition of the existing concrete piers of the Long Island Bridge, located in Quincy, Massachusetts. My analysis of the reports and recommendations follows:

BACKGROUND

It is my understanding the existing concrete foundations were constructed in the late 1940's for the piers of a bridge for the Long Island Viaduct, connecting Moon Island to Long Island located in the Lower Boston Harbor. The steel sections of the bridge were removed in 2015 and only the concrete piers remain. It is also my understanding the City of Boston intends to replace the series of bridges that were removed and if possible use the existing concrete piers for their foundations. The existing piers are approximately 70 years old and if used for the foundation of the new proposed bridge they are expected to have an additional 75-year design life and must be reused in accordance with current Massachusetts State Building Code Requirements.

Concretes of the 1940's were not equivalent to modern day concretes. This is not suggesting that quality concrete was not created in this earlier time period. It does, however, strongly suggest that careful consideration must be given to evaluating the reuse of older existing concrete. For

instance, even though air entrainment was, more or less, rediscovered in the 1940's, its use was not totally accepted during the period the Long Bridge was constructed. Concrete that is not properly air entrained in a severe ocean New England environment is extremely vulnerable to freezing and thawing destruction and its use will definitely, durability wise, be problematic.

Commonly used admixtures to make concrete more impermeable, water resistant, and therefore more durable were not available as they are commonly used in modern day concretes. The portland cement was very coarsely ground as compared to modern day cements.

Material related distresses like Alkali Silica Reaction (ASR) and Alkali Carbonate Reaction (ACR) were not widely known nor understood, so potentially reactive aggregates could not be mitigated or avoided as is the common current practice when highly durable concrete is required for a given project and specific project environments.

It is essential when reusing existing old concrete in an aggressive environment, such as the Long Island Bridge, durability is the primary design consideration. Strength is essential but once minimally achieved it is otherwise unimportant and has nothing to do with the life expectancy of portland cement concrete.

REPORTS

The following reports were reviewed.

Appendix A 1949 As Built Drawings

Appendix D 2018 Structural Inspection SCRN (5)

Appendix E Concrete Testing SCRN (5)

APPENDIX A AS BUILT DRAWINGS

Details of the original construction are presented within Appendix A, the As Built Drawings.

APPENDIX D STRUCTURAL INSPECTION

The Structural Inspection is presented in Appendix D. Several pictures were extracted from the structural inspection report and presented here for discussion purposes.

Figure 1 shows the extremely poor condition of the concrete. Exposed corroded reinforcing is the result of spalling of the thin concrete cover. The concrete is showing classical freezing and thawing (FT) failure as well as ASR. The white coating on the concrete surface of Figure 1 shows the concrete has extreme internal issues and has been opened from a porosity view point due to the advanced deterioration it has endured. The white material is a combination of mostly calcium carbonate with residual components from ASR gel and Ettringite.

The west abutment shown on Figure 2 similarly shows the extremely distressed concrete. Material distress ASR, like on Figure 1, has been very aggressive on this abutment as well as FT. The hollow sounding area noted on Figure 3 is most likely due to excessive cracking caused by internal expansion from the aggressive reaction of the ASR. The effect of expansion is typically massive plate like cracking parallel to the exposed surface as the ASR works its way into the interior of the concrete. The internal section is most likely undergoing ASR expansion as well but at a lower rate. This will accelerate in the future when the outer concrete collapses exposing more concrete to environmental conditions conducive to ASR and FT. There have been repairs sometime in the past on the top of the abutment. It is possible that this new concrete has supplied a new source of alkali to accelerate ASR within the older concrete.

Figures 4 and 5 similarly show the destruction that has occurred through ASR and FT. Most of these components have been repaired sometimes in the past as shown by the lighter colored concrete patch material. As earlier stated it is common that ASR can actually accelerate in the near vicinity of the patch area due to a new source of alkali from the portland cement utilized in the new patch concrete. The gap in the top stone surface as shown on Figure 6 is most likely due to ASR within the concrete. The internal concrete expansion from ASR can create extreme forces when there are restraints. These forces are difficult to withstand and commonly result in

aggressive shoving and/or cracks in the abutting material. Such expansion has literally caused concrete to explode when confined. It will also shove massive structural components as if they were nothing. Movements in feet have been noted in Military paving projects.

Poor reinforcing cover in conjunction with carbonation and chloride intrusion (see later discussion on chloride threshold) has resulted in corrosion of the steel as shown in Figure 7. Freezing and thawing damage has also occurred. Likewise Figure 8 and Figure 9 show classical FT damage. This distress has, as earlier discussed, opened up the internal porosity of the concrete which will lead to accelerated deterioration in the future. This concrete is near the end of its useful life.

Poor Consolidation on the North Column of the South Face of Pier 11 as shown by Figure 9 most likely is the result of FT as shown by the advanced erosion on the right side.

Figure 10 shows an observed apparent settlement and rotation of southernmost stone in the third course of Pier 4. This is most likely due to ASR expansion as identified in the testing of the cored concrete (see pictures of ASR expansion in Cores C4 and C4B in Figures 17 through 20)

The noted settling and rotation of stone at the north end of Pier 11 in Figure 11, the southwest corner of Pier 12, the displacement of Pier 13 shown on Figure 13, and apparent mortar loss above and in the tidal zone of Pier 7 in Figure 14 could very well be the direct result of ASR expansion.

APPENDIX E CONCRETE TESTING

Petrographic Analysis

Appendix E presents the results of the petrographic (Petro) analysis that was conducted by American Engineering Testing, Incorporated. Figure 15 shows two C4 cores that were taken for laboratory testing. An unidentified portion of the top photograph was received by American Engineering for petrographic analysis on March 2, 2018 and was shown to have what the report refers to as moderate ASR (see pages 130 conclusions part 2 Appendix C and Photos 11 and 13.)

A second portion of core 4 (C4B) was sent from Pier 4 on March 26, 2018. This section was taken from the furthest exterior surface in a likely attempt to find an area not showing ASR.

Note: that both cores are identified as being the 2nd sample suggesting mislabeling? (see Appendix E).

Figure 16 shows localized ASR gel which has caused expansion in cores C4 and C6. These are at different magnifications, but both show similarity in the gel reaction product deposited from ASR.

An expansion crack propagating through a reactive aggregate particle of C4 into and through the paste is shown by Figure 17. Similarly, although at different magnifications, Figures 18, 19, and 20 also show similar expansion cracks. The results of cores C4 and C4B show there has been considerable ASR activity within the concrete, this is certainly consistent with the cracking of the top stone confined by the concrete protruding through the stone as shown on Figure 21 and Figure 22. This is also consistent with the Pier 4 stone movement shown on Figure 10.

Other pier concrete such as pier 5 and 6 show the aggressive ASR expansion through the reactive particles and propagation into the adjoining paste as shown on Figures 23 and 24 respectively. The accumulation of individual expanding cracks like these is exactly what causes massive movement of ASR affected concrete.

It is important to note that the locations the concrete cores were obtained were above the mean high water level and the structural condition of the concretes below that level are presently unknown. These concretes must be evaluated before a professional recommendation can be made relative to the reuse of the concrete piers.

Chloride Analysis

ACI 318-83 has established well known criteria relative to the allowable soluble chloride content

for reinforced concrete exposed to chloride ions in service. The corrosion threshold is the amount of chloride ion that must be present in concrete, along with ample moisture and oxygen, for corrosion to begin. The threshold limit for corrosion to be possible for this application of reinforced concrete is 0.15 percent by weight of the portland cement within the concrete. Assuming the concrete had 550 pounds of portland cement and a unit weight of 150 lb/ft³ gives a threshold chloride content of 0.02 percent by weight of the concrete. These chloride data show the ACI established threshold limit for corrosion has been greatly exceeded. Corrosion of the steel within the concrete is therefore extremely problematic.

CONCLUSIONS

Based on the data and information obtained directly from the reports reviewed as well as experience on similar projects I have directly been involved at the Federal, State, Military, City, and private institutional civil infrastructures across the United States and extensive research performed on ASR the following conclusions seem reasonable and appropriate.

It is my professional opinion that:

1. Most of the deterioration visually presented in the reviewed reports is the direct result of ASR and FT deterioration.
2. ASR has and will continue to be problematic with the Long Island Pier concrete.
3. The cost-effective engineering life expectancy of the Long Island Pier Concrete has expired.
4. ASR deterioration and freezing and thawing damage will continue at an accelerated rate.
5. The expectation that the concrete could have an effective design life for an additional 75 years is extremely unrealistic based on its deteriorated existing condition.

6. I disagree with the reoccurring statement within the petrographic reports, “The ASR observed in the samples has not contributed to the structural degradation of the concrete”. Based on the photographs of Appendix D this just can not be.
7. When ASR cracks are filled with reaction products expansion will occur which results in reduced tensile strength as opposed to compressive strength which is not necessarily significantly affected.
8. The petrographic results in general were taken from concrete the furthest from the surface of the concrete, such a location would be expected to show less affected distress than samples taken closer to the surface where there is more ASR activity.
9. Based on the reports reviewed and my comments noted above it is my opinion that the concrete within the piers is not suitable for reuse to support a new bridge for a design life of 75 years. Additional sampling and testing as noted below in recommendations are necessary to negate the concerns I have raised.

RECOMMENDATIONS

Coring

Additional cores should be taken below mean high water as per C 42/C 42M, Standard Test Method for Obtaining and Testing Drilled Cores and Sawed Beams of Concrete. The following testing methods to be performed are as follows:

1. C 39/C 39M Test Method for Compressive Strength of Cylindrical Concrete Specimens.
2. ASTM C 496 Standard Test Method for Splitting Tensile Strength of Cylindrical Concrete.

The results of these tests determined from paired samples (compression and tensile) uniformly spaced traversing laterally from the exposed surface to the center of the piers will give a good indication of any loss of integrity through ASR as a function of distance from the outer surface.

Nondestructive Testing

The integrity of the pier concretes should be evaluated using nondestructive test methods. Two recommended methods are Ultrasonic Pulse Velocity (UPV) and Transient Dynamic Response (TDR).

The test method for UPV is presented in ASTM C 597 Standard Test Method for Pulse Velocity Through Concrete. The test method for TDR is presented in ASTM C 1740, Standard Practice for Evaluating the Condition of Concrete Plates Using the Impulse-Response Method.

The UPV test method evaluates the integrity of concrete by determining the compression wave speed through the concrete. Wave velocity through areas where cracking, deterioration or voids are present is reduced. Poor quality concrete is easily identified by such reduced velocity.

TDR test method evaluates the general overall condition of concrete, in this case from the top. This test method is usually used to determining the presence of flaws such as deterioration or necking within a column. In this case it will detect severe deterioration of the concrete caused by FT and ASR and give an indication of overall integrity.

Respectfully submitted

A handwritten signature in cursive script that reads "David Gress".

David Gress



Figure 1 Photo 7 from Appendix D Spall on South End of west Abutment Bridge Seat, Looking Northwest

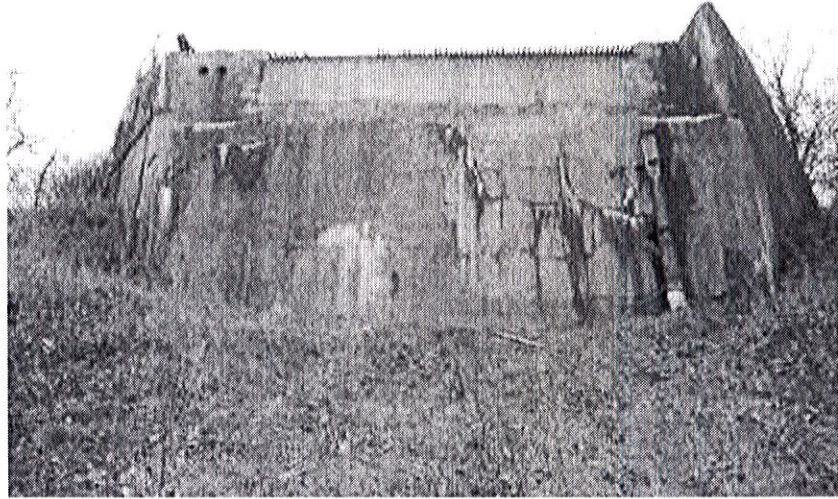


Figure 2 Photo 10 Appendix D, West Abutment



Figure 3 Photo 12 North wingwall at west Abutment with Cracking and Hollow Areas

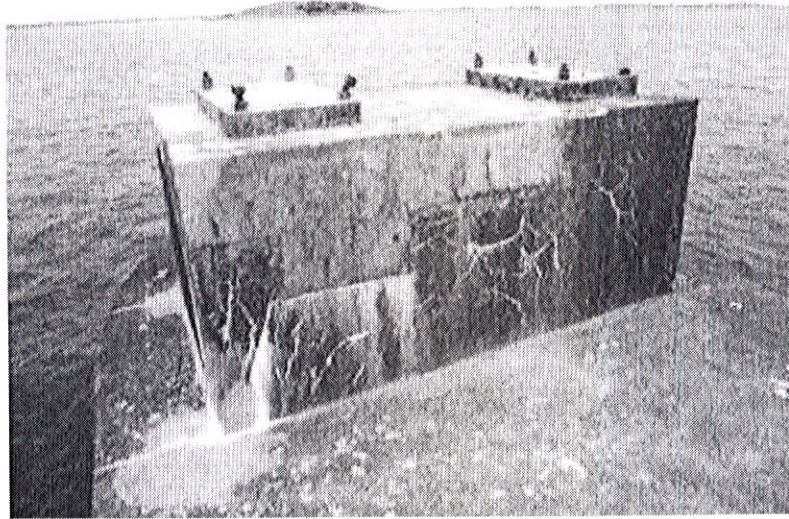


Figure 4 Photo 19 Appendix D North Pedestal on Pier 7 with Cracking, Delaminations and Repairs

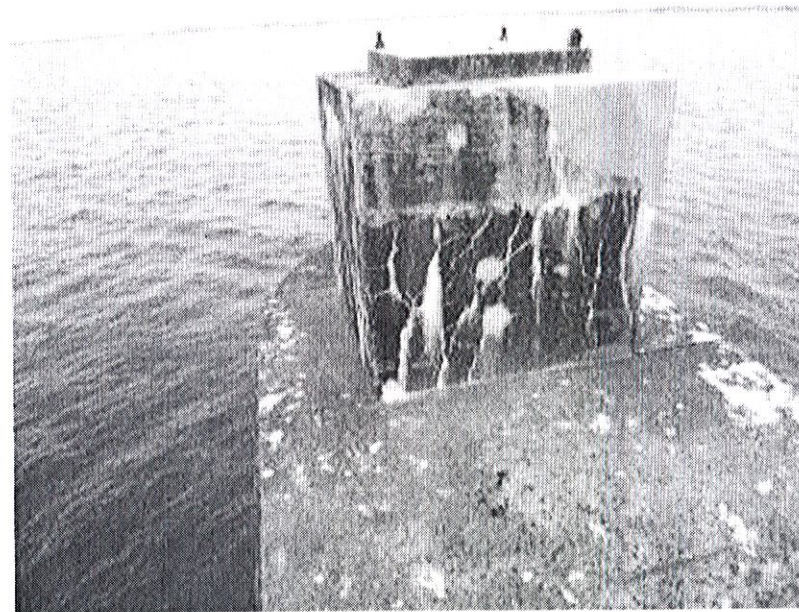


Figure 5 Photo 21 Appendix D Pier 8 South Pedestal with Cracking, Delaminations and Repairs

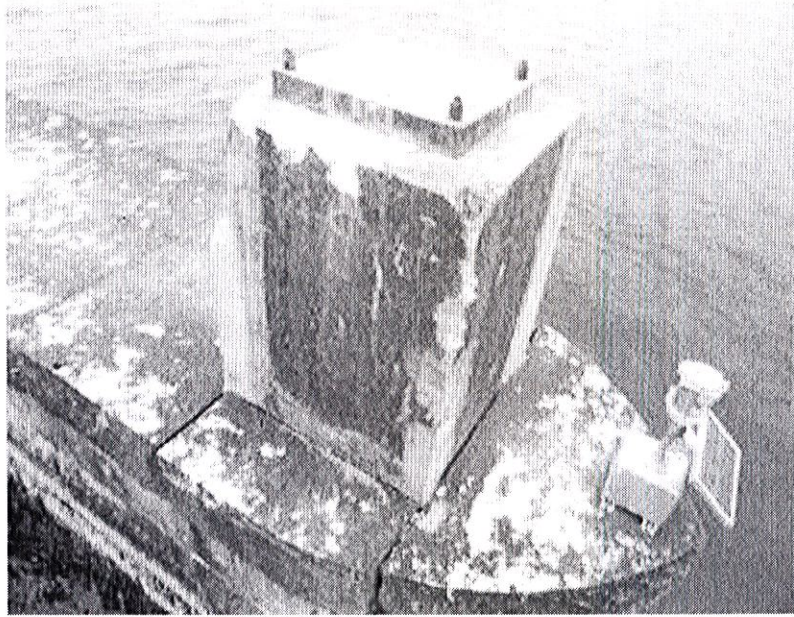


Figure 6 Photo 27 Appendix D South Pedestal on Pier 12 with Cracking and Spalling,

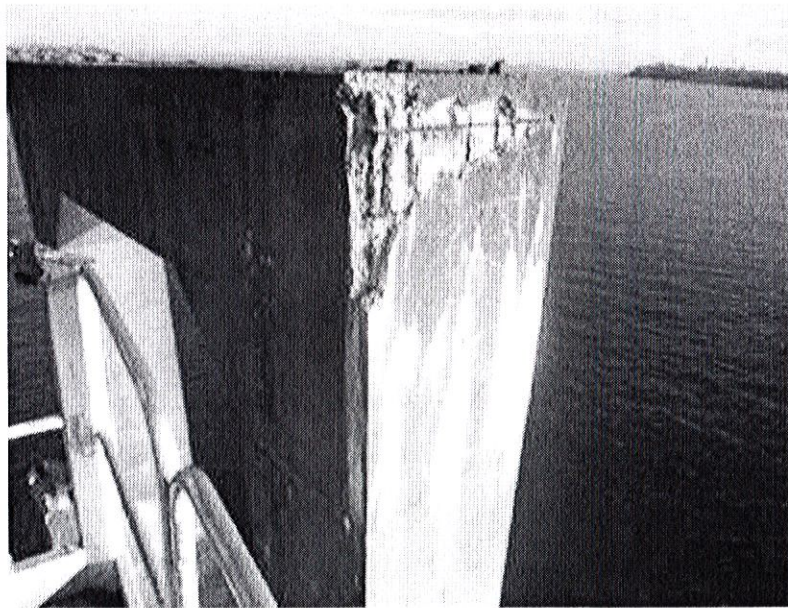


Figure 7 Photo 30 Appendix D Spall Above a Delamination on the South Face of Pier 10 Cap

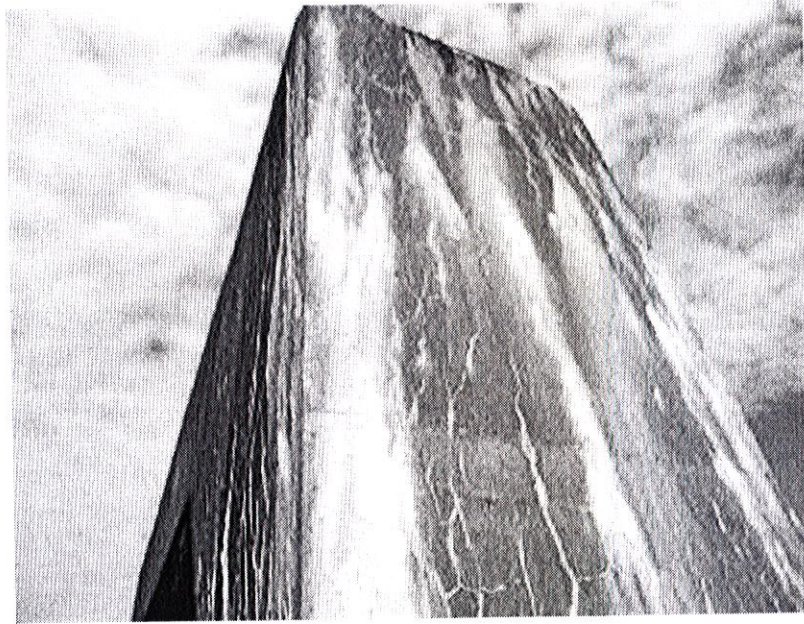


Figure 8 Photo 32 Appendix D Spall Above a Delamination on the South Face of Pier 11 Cap

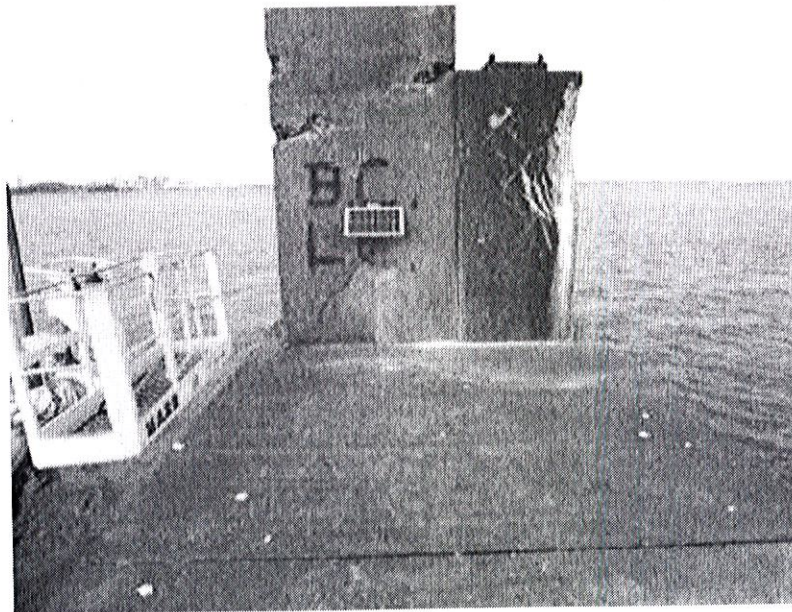


Figure 9 Photo 37 Appendix D Areas of Poor Consolidation on South Face of Pier 11 North Column

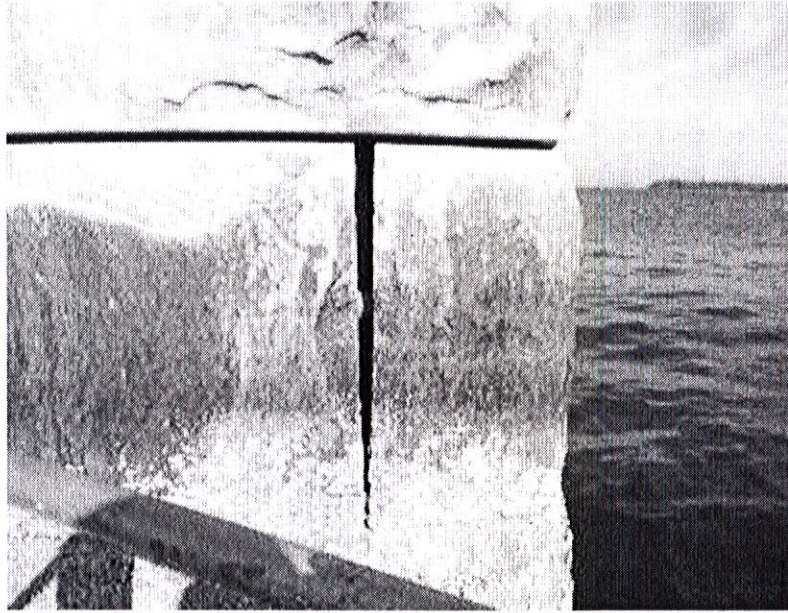


Figure 10 Photo 44 Appendix D Apparent Settlement and Rotation of Southernmost Stone in the Third Course of Pier 4

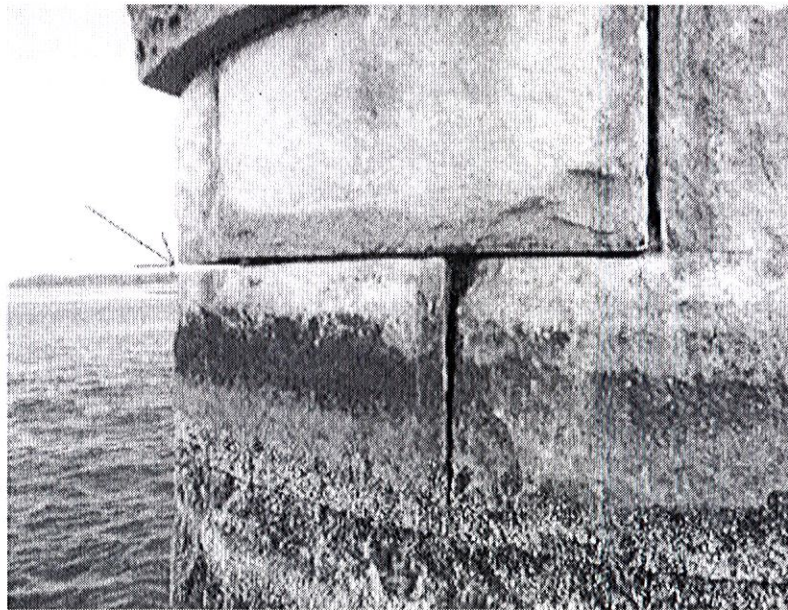


Figure 11 Photo 50 Appendix D Settling and Rotation of Stone at the North End of Pier 11

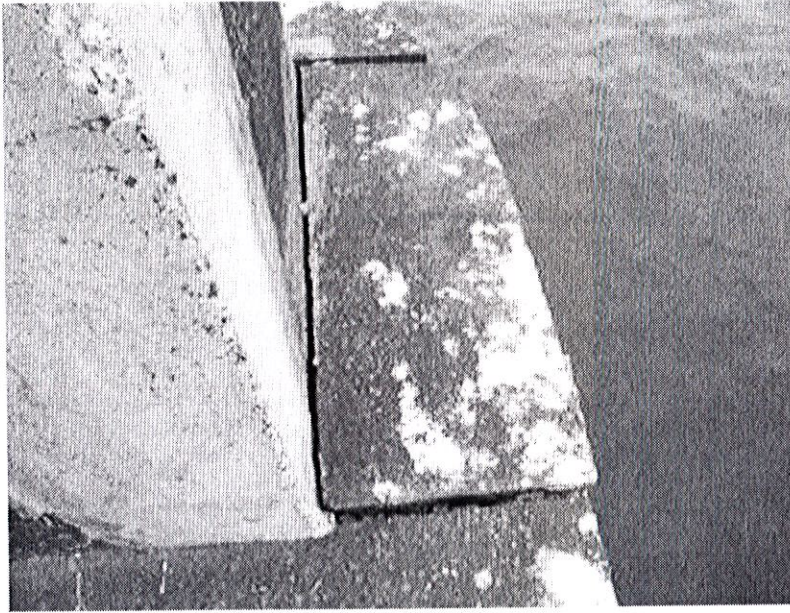


Figure 12 Photo 52 Appendix D Top Stones at Southwest Corner of Pier 12, Displaced from the Pedestal

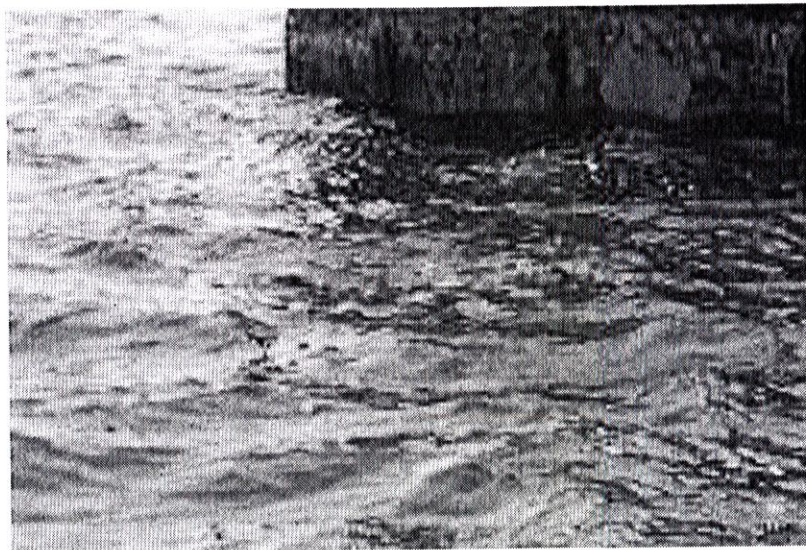


Figure 13 Photo 54 Appendix D Portion of Pier Displacement to the North, Pier 13

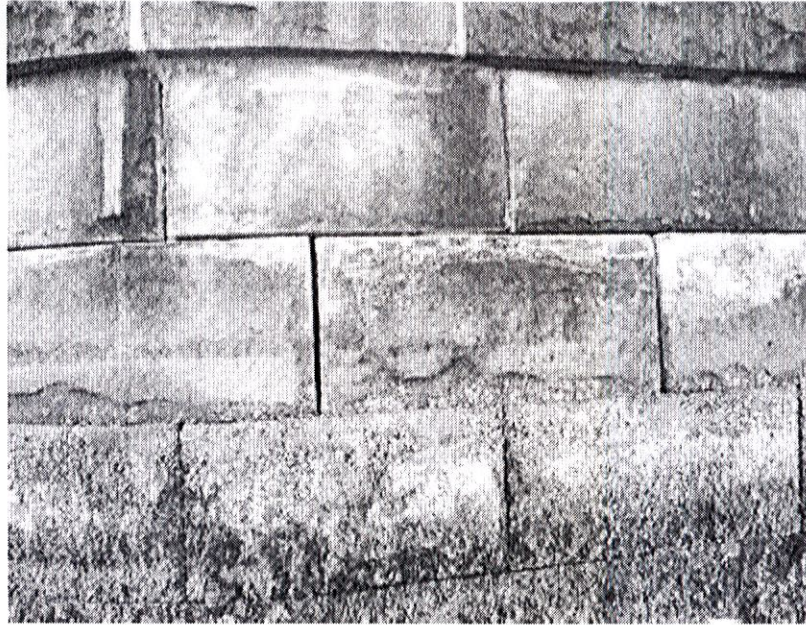


Figure 14 Photo 61 Appendix D Pier 7 Mortar Loss Above and in the Tidal Zone



Figure 15 Two C4 cores. An unidentified portion of the top core picture was sent to American Engineering on March 2, 2018 for petro analysis) and the right portion of the bottom picture, the furthest portion from the surface, was sent March 26, 2018). **Note: that both are identified as being the 2nd sample (in error?)**

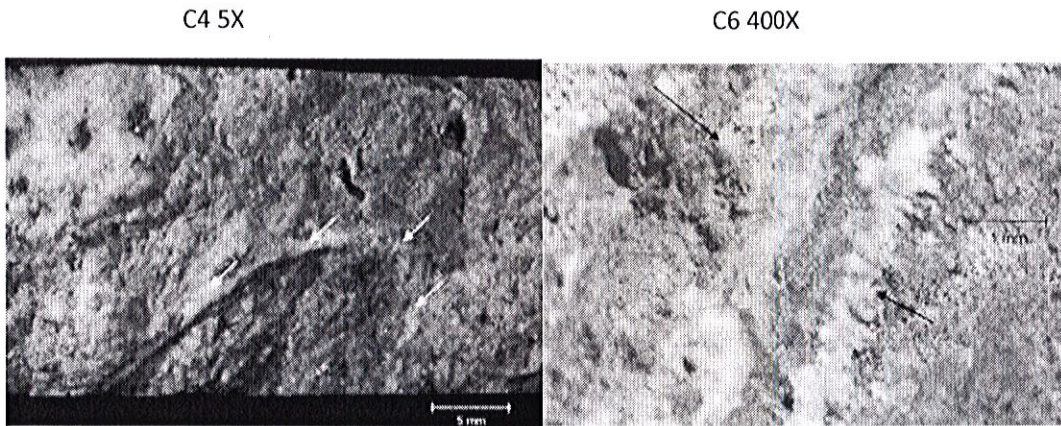


Figure 16 Photo 13 (left) and Photo 14 (right) see Appendix C page 148 Expansion crack through the aggregate in core C4 and on edge of aggregate on C6

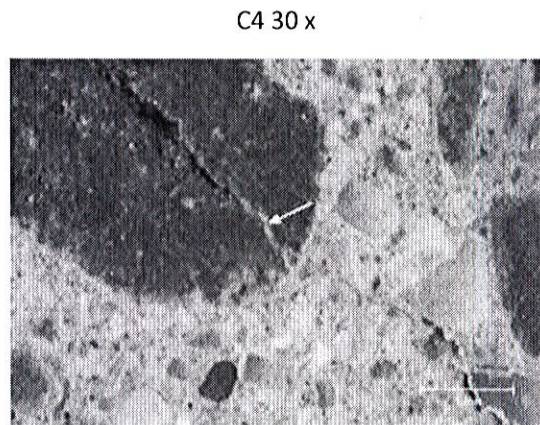


Figure 17 Photo 11 (C4 see page 148 Appendix E) showing expansive cracks caused by ASR

C4B 15X

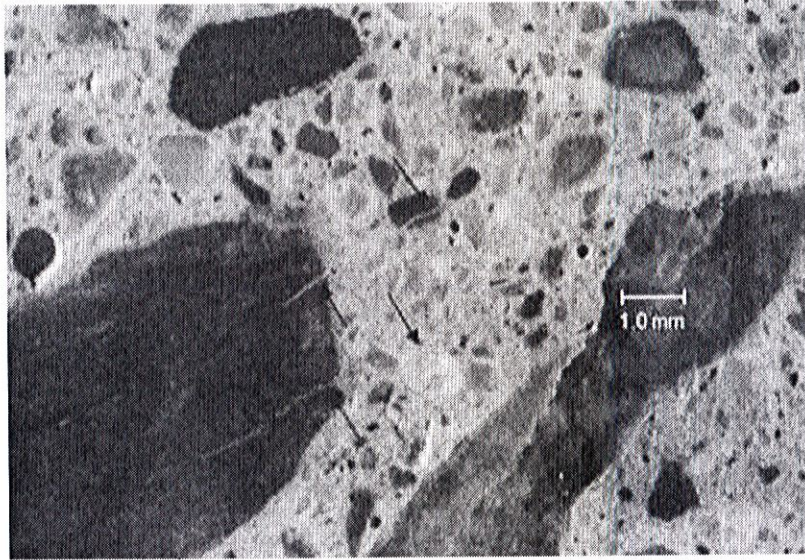


Figure 18 Photo 4 (see Appendix E page 176) Expansive ASR cracks on Core C4B

C4B 15X

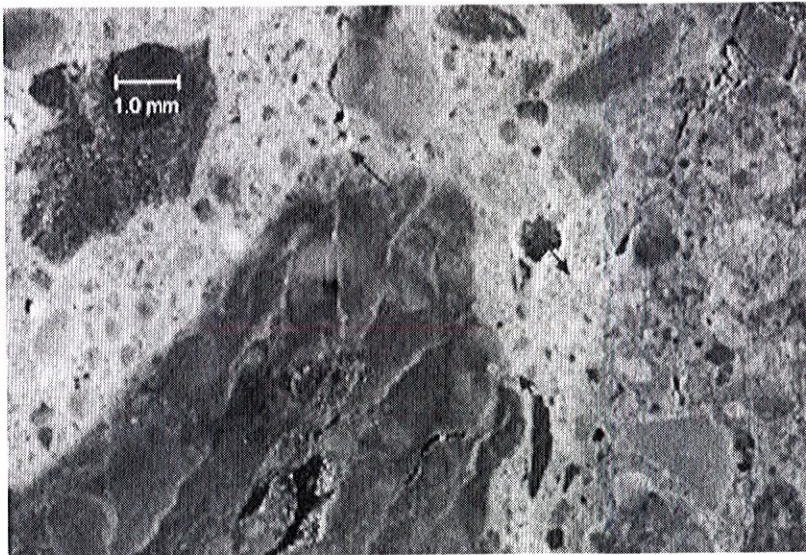


Figure 19 Photo 5 (see Appendix E page 177) Expansive ASR cracks on Core C4B

C4B 15X

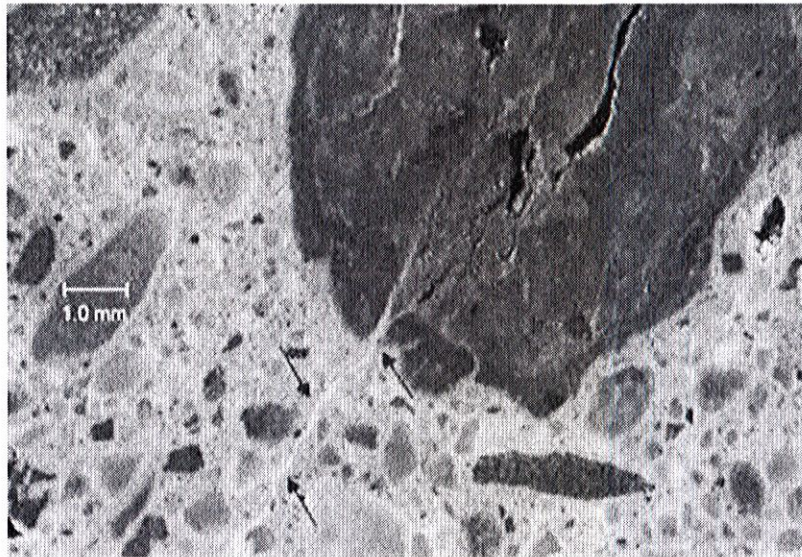


Figure 20 Photo 7 (see Appendix E page 178) Expansive ASR cracks on Core C4B

Note: the caption on Photo 7 and 8 are identical, photo 7 caption of Appendix E page 178 is definitely wrong and should be disregarded



Figure 21 Photo 42 (see Appendix D page 33) showing the cracked top stone confined by the most likely ASR expanding protruding concrete.



Figure 22 Photo 43 (see Appendix D page 34) showing the cracked top stone most likely from expansion of the protruding concrete.

C5 30X

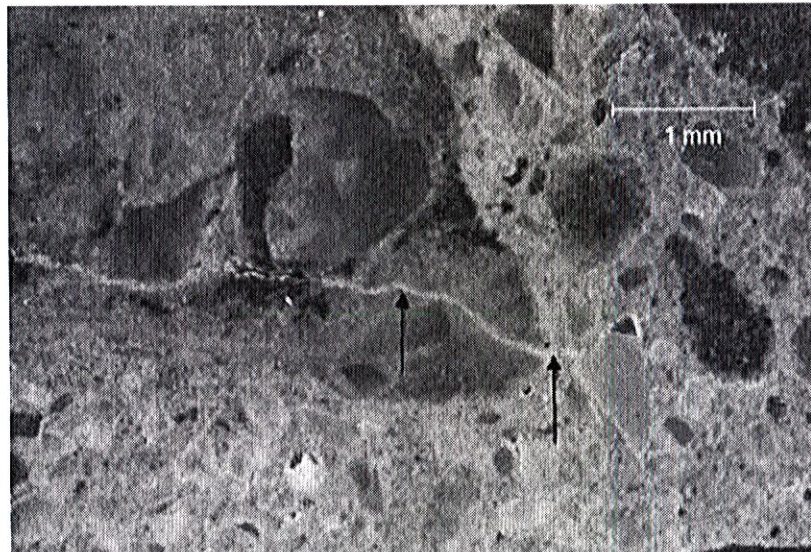


Figure 23 Photo 8 (see Appendix E page 165) Expansive ASR crack in core C5

C6 10X

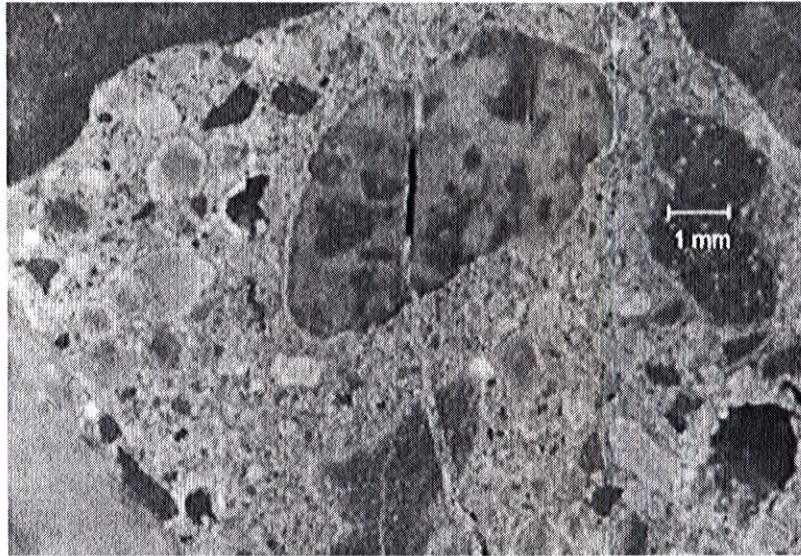


Figure 24 Photo 12 Appendix C page 148 Expansion crack through the aggregate in core C6

Long Island Bridge Notice of Intent, MassDEP File No. 059-1416, City of Quincy Information Requests, City of Boston Response to Quincy Conservation Commission Comments

To: City of Quincy Conservation Commission

FROM: David A. Murphy, P.E., Vice President; Tighe & Bond

COPY: John F. Shea Esq., Quincy Special Counsel
James Timmins, Quincy City Solicitor
Al Grazioso, Commissioner Quincy DPW
Paul Costello P.E., Quincy City Engineer
Para Jayasinghe, City of Boston Public Works Department (Applicant)
Tay Evans, Marine Fisheries Biologist, Division of Marine Fisheries
Thomas W. French, Ph.D., Assistant Director, NHESP

DATE: August 21, 2018

On behalf of the City of Quincy, Tighe & Bond reviewed the Long Island Bridge – Response Letter dated July 13, 2018 submitted to the Quincy Conservation Commission (QCC) by the City of Boston Public Works Department as well as supplemental information provided by STV Incorporated and TRC Corporation (collectively referred to as the “City of Boston”) as part of the Notice of Intent (NOI) application for the City of Boston’s proposed Long Island Bridge Project.

The QCC’s duty is to protect the interests of the Massachusetts Wetland Protection Act, G.L. 131 §40 (WPA) and the Quincy Wetlands Protection Ordinance (QWPO, Ord. 1987-401), which include prevention of pollution, protection of land containing shellfish, protection of fisheries, and protection of wildlife habitat. Additionally, the definition of “alter” in the QWPO includes repair of buildings or structures of any kind (18.08.030.F.), placing obstructions in water (18.08.030.G.), changing physical or chemical characteristics of water (18.08.030.I.), and any activities, changes, or work which may cause or tend to contribute to pollution to any body of water (18.08.030.J.).

As such, information previously and currently requested regarding the structural integrity of the existing piers and proposed project means and methods is not outside of the purview of the QCC (as claimed by the City of Boston). The piers and proposed bridge deck are man-made structures within and above a protected wetland resource area (Land Under Water), and the amount and type of repairs proposed affect the potential to result in impacts to prevent pollution, and to protect land containing shellfish, fisheries, and wildlife habitat. Therefore, we recommend that the QCC require a full response to this memorandum and Tighe & Bond’s June 6, 2017 memorandum.

Since potential design changes affect the potential for adverse impacts and methods to avoid, minimize, and mitigate alterations to sensitive resource areas, the QCC should seek to ensure that the NOI presents a true and complete project that has accounted for all potential impacts and has provided minimization methods and mitigation measures where required. This specifically relates to the ability of the existing piers to meet structural requirements to support the proposed bridge deck and to the width and loading of the proposed bridge deck .

While it is interesting to see the special conditions placed on the project by the City of Boston Conservation Commission, the Boston Order of Conditions does not provide protection for Quincy resource areas. It also relies too heavily on contractor decisions and reopens to address potential problems, instead of better predicting impacts and specifying actual means and measures that will address impacts. The Proponent needs to provide details on construction means and Best Management Practices (BMPs) that contractors must adhere to in order to ensure proper protection of the functions and values of Quincy's wetland resource areas.

As such, based on review of the information provided by the City of Boston, Tighe & Bond and the City of Quincy have the following additional concerns that must be addressed.

Structural Concerns

- The piers and associated structural concerns are within the QCC's purview because the piers are structures within and above a resource area. The degree of repairs required and associated means and methods directly affect resource area impact calculations and which BMPs will be used to avoid, minimize, and mitigate impacts.
- While STV's preliminary structural calculations for the existing bridge piers attempt to justify additional height and overturning from lateral loads, the calculations seem to assume that there is adequate transverse reinforcing in the piers to allow for the development of new post-tensioning forces. While it appears that they are anticipating the addition of new, local confinement steel for the upper anchorage zone of the new post-tensioning strands, it is not clear that there is transverse reinforcing steel available to provide adequate confinement of the pier section globally. There is no transverse reinforcing steel shown in the original pier drawings. Given that the proposed scheme of post-tensioning the piers is likely to induce additional compressive stress in the piers relative to the original bridge design, the size, spacing, and orientation of all reinforcing steel that could contribute to the confinement of the pier section, or indeed whether or not there is any, must be analyzed and disclosed.
- As noted previously, the granite facing is built into the pier. Post-tensioning the pier will induce compression in the granite as a matter of strain compatibility, unless the bond between the concrete and the granite fails. Provide additional information on whether the granite blocks and mortar joints will be able to resist that compression without incident.
- The preliminary design report states that wind on live load was not considered because of the improbability that there would be more than one vehicle on a single span during high wind conditions. It is unclear why that would be the case for this bridge given that we can find no provision in the current edition of AASHTO that permits the designer to neglect wind on live load in the event that minimal traffic is anticipated. While the report states that the bridge "is considered to be a 'relatively less important bridge' due to the restricted access", it also states that "the ADT has been conservatively set at 5,000 for fatigue evaluation." Wind on live load calculations should be provided based on the potential presence of more traffic on the bridge in the event of high winds.
- The preliminary calculations also neglect wave action and collision loads. The omission of collision loads appears to be particularly significant given that there is an MBTA ferry that will travel underneath one of the spans. The report does mention that the need for fenders and/or dolphins will be evaluated as design progresses, but it is important

to note that there will be a greater resource area impacted in the event that such measures (such as a dolphin) would be required.

- The preliminary structures report indicates that the new bearings will be higher to account for sea level rise, but no elevations are given. Provide additional information confirming how and what degree of sea level rise has been accounted for in bridge deck height design. The City of Boston's Climate Consensus Projection calls for considerable sea level rise by 2100 which appear to submerge the bridge bearings. Worst case sea level rise through the projected useful life of the bridge should be evaluated. Review of the project geotechnical report and subsurface test borings of 2015, indicates there is a change in bedrock mid-way along the bridge. A review of geological bedrock mapping suggests there is a known fault in this vicinity. Please provide information on how the presence of the fault was incorporated into the bridge pier reuse assessment and design.
- Provide the Final Structures Report. As design changes are anticipated to address the results of ASR sampling, provide revised plans, impact calculations, and BMP descriptions.

Permit Requirements

- As coordination with the U.S. Coast Guard is required, the QCC or its agent should be included contemporaneously in all communications and be provided any resulting consultations, permits and details on pier protection systems to be installed.

Best Management Practices to Avoid/Minimize/Mitigate Potential Impacts

- The supplemental information memorandum responses rely on means and methods to be determined by the contractor at the time of construction and conditions from the Boston Conservation Commission Order of Conditions, neither of which provides sufficient detail or comfort to ensure proper protection of the functions and values of Quincy wetland resource areas. The QCC should not defer to the contractor what will be selected for resource area protection.
- Provide specific details on actual BMPs to be placed for pier repair debris collection, and associated impacts.
- If work impacting the seafloor is required, turbidity monitoring will be required. Provide a monitoring plan.
- On page 11 of the supplemental information memorandum, potential methods that might allow proposed repairs to be performed in the water or use of limpet-type containment devices that would not impact the seafloor are discussed. Specify which BMPs and methods are proposed in order to properly quantify potential impacts and pollution prevention.
- There are limitations to proposed use of limpets instead of standard cofferdams. This requires further discussion and analysis. Photographs and plan views of the proposed use of limpets is needed.

Resource Area Impact Calculations / Performance Standards

- The definition of "alter" in the QWPO includes placing obstructions in water (18.08.030.G.), changing physical or chemical characteristics of water (18.08.030.I.), and any activities, changes, or work which may cause or tend to contribute to pollution

to any body of water (18.08.030.J.). While use of barge spuds is a standard practice, the temporary placement of barge spuds on the seafloor has the potential to result in turbidity and temporary impacts to Land Under the Ocean, which is regulated under both the WPA and QWPO. Account for temporary impacts to the seabed from the barge spuds and the impact footprint calculations, including daily relocations. It should be noted that spud impacts were included in the impact calculations provided in the 2015 Environmental Notification Form for the demolition project. Impacts do not have to be permanent to be accounted for as temporary impacts result in temporal loss of habitat and potential pollution impacts. These are of particular concern in the project area, which is a mapped shellfish habitat and is known winter flounder spawning habitat.

- The description of the proposed work within Coastal Bank associated with the former Pier 1 provided on page 11 of the July 13, 2018 Response Letter says that the use of former Pier 1 during temporary placement of construction staging "will not require modification to the existing foundation and there will be no removal of concrete or regrading of soils in this area." The description of the proposed work within Coastal Bank provided on page 7 of the NOI narrative says that "The impacts to Coastal Bank include the removal/abandonment of Pier 1. Once the pier is removed, the area will be rough graded to adjacent contours using surrounding and native material." Clarify whether removal of the former Pier 1 and regrading of the surrounding area are proposed, and if so, describe what Best Management Practices will be used to prevent erosion and destabilization of the Coastal Bank in compliance with Performance Standard 10.30(6).
- Page 11 of the supplemental information memorandum describes the placement of the temporary structure at the former Pier 1 location via "only vehicles with tires." Provide information on how using vehicles with tires is a minimization technique, details on the location of vehicle access to the Pier 1 area, and any associated impacts.
- Minimum under-keel clearance for barges and tug boats and anticipated loaded barge and tug boat drafts need to be provided in order to understand potential seafloor impacts and whether appropriate measures to avoid/minimize/mitigate impacts have been proposed.
- Provide updated Top of Coastal Bank transects in accordance with Coastal Banks: Definition and Delineation Criteria for Coastal Banks DWW Policy 92-1. Transect should include the flood elevation and indicate if the slope ratio for each segment is <10:1, ≥10:1, <4:1, or ≥4:1, and an indication of which of the five diagrams mentioned in this policy are representative of the site.

Hazardous Materials

- To date, sediment in close proximity to the existing piers has not been evaluated for potential contaminants of concern. The proposed work has the potential to disturb this sediment. The City of Boston should characterize the sediment and evaluate potential mobilization of contaminants. Prior to sampling, the City of Boston should provide the QCC a sampling plan identifying proposed sampling locations and analyses. Based on the results of the sediment characterization study, the City of Boston should identify methods that will be implemented during construction to minimize sediment mobilization and evaluate potential water quality impacts from identified contaminants.

Stormwater Management

- Due to the proximity of the proposed activities to sensitive resource areas, provide a draft Stormwater Pollution Prevention Plan (SWPPP) that identifies the anticipated construction methods for protection the resource areas during the construction process and include a plan that depicts the location and type of erosion and sediment prevention BMPs to be used during the project.
- The NOI included the Stormceptor Owner's Manual, which is not equivalent to a long-term operation and maintenance (O&M) plan. As required by Standard 9 of the Massachusetts Stormwater Standards, provide an O&M plan that at a minimum includes:
 - Stormwater management system owner(s)
 - The party or parties responsible for operation and maintenance, including how future property owners will be notified of the presence of the stormwater management system and the requirement for proper operation and maintenance;
 - The routine and non-routine maintenance tasks to be undertaken after construction is complete and a schedule for implementing those tasks;
 - A plan that is drawn to scale and shows the location of all stormwater BMPs in each treatment train along with the discharge point;
 - A description and delineation of public safety features;
 - An estimated operations and maintenance budget; and
 - Best management practices for implementing maintenance activities in a manner that minimizes impacts to wetland resource areas.

Long Island Bridge Project Notice of Intent, City of Quincy Information Requests

TO: City of Quincy Conservation Commission (by Hand Delivery)
FROM: David A. Murphy, P.E., Vice President, Tighe & Bond
COPY: John F. Shea Esq., Quincy Special Counsel
James Timmins, Quincy City Solicitor
Al Grazioso, Commissioner Quincy DPW
Paul Costello P.E., Quincy City Engineer
Para Jayasinghe, City of Boston Public Works Department (Applicant)
DATE: June 6, 2018

On behalf of the City of Quincy, Tighe & Bond reviewed the May 2018 Notice of Intent (NOI) submitted to the Quincy Conservation Commission for the Long Island Bridge Project, prepared by TRC Environmental Corporation and STV Inc. on behalf of the Boston Public Works Department (BPWD) for compliance with the requirements of the Wetlands Protection Act, G.L. 131 § 40 (WPA), the WPA Regulations, 310 CMR 10.00, and the Quincy Wetlands Protection Ordinance (QWPO, Ord. 1987-401).

Since the Conservation Commission's duty is to protect the interests of the WPA and QWPO, it is imperative that the full extents of anticipated wetland resource area impacts are defined. In order to define the full resource area impacts associated with the project, and to ensure that these impacts have been identified and mitigated for, the following information is requested as essential to the Commission's review of the NOI.

Structural Concerns

- During the Boston Conservation Commission hearing on May 16, 2018, the applicant claimed that the condition of the piers has been assessed by a structural engineer. Provide a copy of the report on the condition of the piers. If the condition of the piers has not been assessed, the applicant should do so and provide the Report for review by Tighe & Bond and the Commission.
- Provide additional detailed information on what repair work to the piers is proposed, and how the repair work will be performed. Indicate how the repair work will be conducted in accordance with the Federal Highway Administration Underwater Bridge Repair Manual.
- Provide how the City will address the defects noted on the MassDOT Underwater Operation Team Routine Underwater Inspection Report for the Long Island Bridge piers dated 9/19/13 from above the water line as indicated in the NOI submission. According to this report, the piers were rated a 4 (out of 10) with pointing (3) and settlement (4) being of concern. The point issue was throughout and the settlement was largely in the top three tiers of block. Some blocks were missing and others were cracked. The low settlement rank of 4 indicate that the pointing issue is relatively severe and/or the underlying piles and the cap has begun to shift. Note that these observations were BEFORE the piers were impacted by the demolition blasting. Provide design data regarding the pile loading/design, the type of existing piles, their existing condition and overall ability to handle current seismic requirements. If below water line activities are required to address the design

requirements and existing deficiencies, identify the additional temporary and permanent impacts required to do so.

- Indicate how pier repair debris will be contained and collected in strongly flowing tidal currents, recognizing that flows from this area impact Wollaston Bay/Beach.
- The Applicant explained that the piers are going to be drilled vertically and then a compressive load will be added post tensioning, which could result in load transfer to granite blocks, and more cracking and failure of the blocks.
- The work description and impact assessment do not address the potential for bridge pier modifications to meet current fendering and impact protection for the high-speed ferries that pass under this bridge on a daily basis. Provide information on how high speed ferry collision concerns will be addressed.
- The Long Island seawall concrete is known to have reactive aggregates and Alkali silica reaction (ASR) deterioration, including concrete swelling and expansion cracking. Indicate whether the existing bridge pier concrete has been tested for ASR. Provide copies of the reports and test results. Identify all additional work that needs to be done on the piers prior to bridge construction.
- The work description and impact assessment do not address the potential for bridge pier modifications to meet current seismic design code requirements. Provide additional information on whether the existing bridge piers meet all current code requirements to safely support the new bridge.
- Moon Island Road is the only access road to the proposed Long Island Bridge. It is showing significant signs of slope failure at multiple locations and within the wetlands buffer zone. Additionally, an abandoned sewer tunnel under the causeway may impact the roadway loading. Indicate whether the applicant has considered additional improvements needed on roadways leading up to the bridge to handle the anticipated traffic. For any additional improvements, describe all potential wetland resource area impacts associated with those improvements. The Commission should evaluate cumulative wetland impacts from the bridge and roadway construction, and not allow segmentation of work within its jurisdiction.

Permit Requirements

- Provide any comments received from NHESP and DMF, and information on whether there are outstanding items from these agencies to be addressed prior to the close of the hearing.
- Provide an alternatives analysis that identifies how the project was designed to avoid and minimize wetland resource area impacts based on the entire project, including an evaluation of transportation by ferry service to existing docks on Long Island, as well as different roadway cross sections for the proposed bridge.

Transportation Concerns and Wetlands Impacts

- Provide design justification for the approach roadway and bridge deck cross-sections and their ability to meet current and future multi-modal transportation needs. In particular, explain how the design does or does not comply with current multi-modal design standards (including but not limited to Boston Complete Streets Design Guidelines), which could identify the need for a wider cross-section for the bridge. This in turn would result in changes to the estimated wetland impacts of the project.
- Provide information demonstrating that the requirements of AASHTO (*A Policy on Geometric Design of Highways and Streets*) geometric standards are either satisfied

or exceptions are justified for the volume and type of vehicles anticipated to be using the bridge. This information relates to potential wetland impacts from design failures.

- *Figure 16: Delta Frame Erection* indicates that the width of the deck is 33'-0", while the information submitted to the Boston and Quincy Conservation Commissions for the 2015 Long Island Bridge Rehabilitation and Demolition Notice of Intent indicates that the deck of the demolished bridge was 32'-0" wide. Provide additional information on the previous and proposed replacement bridge widths.

Resource Area Impact Calculations / Performance Standards

- The resource area impacts do not appear to account for barge spudding. The Applicant must address the seabed impact from barge spuds, including daily relocations for tide-based barge moves.
- The plans indicate a potential barge staging area on the north side of Moon Island. Provide information regarding the depths at this location, any potential impacts during low tide conditions, types of equipment, materials, and/or fuel to be stored on the barges, and how equipment and materials will be transported from the barges to Moon Island and the construction site.
- The work description and impact assessment do not address the use of turbidity curtains around the bridge piers and construction vessels to contain turbidity generated by this work. It is inadequate to generally refer to construction "means and methods." Provide a written explanation on how turbidity will be addressed.
- The pier repairs and associated impacts were calculated assuming an "above the water" repair methodology. In the event that repairs need to be made underwater, cofferdams will be required, which would increase the potential impacts to Land Under Water by a minimum of 900 square feet per pier for a 5 foot cofferdam for a total of 5,400 sf of additional impacts. Provide additional information on whether underwater repairs are required, and if so, update the plans and impact calculations to account for the use of cofferdams. Tighe & Bond has conducted an underwater assessment that shows the need for such below water work. This work is summarized in the Long Island Bridge Pier Inspection memorandum, which is concurrently being provided to the Commission.
- Address whether the impact area calculations include impacts from any temporary work platforms for bridge construction.
- The NOI indicates that the Coastal Bank resource area will be impacted by the removal/abandonment of Pier 1. Provide additional detail on construction methods that will be used to prevent impacts on movement of sediment associated with the proposed Pier 1 removal and regrading processes.

- Provide the supporting materials for the Coastal Bank delineation described by the Massachusetts Office of Coastal Zone Management (CZM) and Massachusetts Department of Environmental Protection (MassDEP) guidance document, *Applying the Massachusetts Coastal Wetlands Regulations: A Practical Manual for Conservation Commissions to Protect the Storm Damage Prevention and Flood Control Functions of Coastal Resource Areas* (the Coastal Manual), including a 1"=20' map showing the delineation, detailed topographic survey with 1- to 2-foot contours, slope profile with transect lines perpendicular to contours, slope ratio calculations along particular segments of the transect line, and an identification of which of the five Coastal Bank diagrams illustrated in the MassDEP Wetland Program Policy 92-1 is representative of the Coastal Bank at this site.
- Provide clarification on whether the Coastal Bank is significant to storm damage prevention or flood control. If it is determined that the Coastal Bank is a vertical buffer to storm waters and therefore is significant to storm damage prevention or flood control, address performance standards 10.30(6) through (8).

Hazardous Materials

- Given that much of the bridge alignment is in shallow water depths with sediments exposed to years of lead paint chip deposits from the old bridge, provide additional information that the applicant has developed to adequately assess sediment in areas to be disturbed beyond the 2015 401 Water Quality Certification. Provide information to assess how the applicant intends to address the proposed activities of flow acceleration under barges and tug boat propeller wash in shallow waters which have the potential to mobilize sediment over a large area due to high energy tidal flow in this area.
- Provide the minimum under keel clearance for the barges to ensure they do not generate flow acceleration turbidity or lead paint chip resuspension.
- Provide the minimum under keel clearance for the tug boats to ensure they do not generate prop wash turbidity or lead paint chip resuspension.
- Provide the anticipated loaded barge draft and anticipated tug boat draft, and confirmation that the barges and tug boats will be able to access the lower water areas without grounding out on Land Under the Ocean. If, due to the anticipated loaded barge and tug boat drafts, the boats will not be able to access the lower water areas without grounding out on Land Under the Ocean, provide associated anticipated impacts.
- Provide a turbidity generation monitoring plan, including a turbidity generation threshold at which the work will be shut down.

Stormwater Management

- Due to the proximity of the project work area to wetland resource areas, details on proposed erosion and sediment control measures and best management practices are needed to ensure proper resource area protection. Provide a Stormwater Pollution Prevention Plan.
- Provide additional information on how the runoff will outlet from the proprietary water quality structures to tidal waters and whether any scour or erosion control prevention is required and will be provided.
- Standard 3: Stormwater Recharge – provide a pre and post watershed map and an evaluation of possible infiltration measures in order to meet the "maximum extent possible" requirement of this Standard.

- Standard 8: Construction Period Controls – provide information on how equipment and material will be delivered to the construction site, where the disposal of excess material will take place, and how resource areas will be protected during installation of the proprietary stormwater treatment system.
- Standard 9: Operation and Maintenance Plan – provide a project specific Operation and Maintenance Plan that shows the details of the various Best Management Practices, includes the manufacturer’s Operation and Maintenance Procedures, and provides inspection forms.

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From: William Harris
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA); billyh02171@aol.com
Subject: EEA No. 15308
Date: Monday, September 10, 2018 11:14:01 PM
Attachments: [18-09-04longislandgressreport.pdf](#)
[image1-2.jpeg](#)
[image2.jpeg](#)

Secretary of Energy and Environmental Affairs

- Executive Office of Energy and Environmental Affairs (EEA)
- Attn: MEPA Office
- Purvi Patel, EEA No. 15308
- 100 Cambridge Street, Suite 900
- Boston MA 02114

- From William P Harris
- Quincy City Councilor
- Ward 6
- 74 Ashworth Rd
- Quincy MA 02171

Mr. Patel

I wanted to send you a couple of important items relative to Quincy's ongoing fight to prevent the City of Boston from building a new Long Island Bridge. The first document is a report commissioned by the City of Quincy from a nationally known structural engineer which states that Boston's plans to build a new bridge atop existing 70-year concrete piers is "extremely unrealistic." Among other issues, the report by Dr. David Gress states:

- "The cost-effective engineering life expectancy of the Long Island pier concrete has expired"
- Areas of the pier showed "extremely distressed concrete" and concrete in "extremely poor condition"
- The City of Boston dramatically understated the effects of corrosion to the existing piers.

The bottom line is this: It is suspected, those concrete piers are not suitable or safe to hold a bridge deck. Boston is attempting to show that the existing piers can support a bridge for an additional 75 years, which is nonsense based on this report. By relying on existing piers, Boston is trying to circumvent a much stricter environmental process that would be required if new piers were part of the plan. The Quincy Conservation Commission was presented this last Wednesday night, and Quincy's team once again showed that Boston has done very little to address any number of concerns raised to date, including those highlighted in this report.

I am accusing Boston of "misleading" regulators by painting far too rosy a picture of its effects on the environment.

They're trying to do the least amount possible and avoid a more rigorous environmental review and Boston Mayor Martin J. Walsh's administration is "misleading" Quincy and state environmental officials about the scope of the work the reconstruction of the bridge would require.

In last Friday's Boston Herald when questioned,

"I'm not going to respond to that," Walsh told the Herald when asked about my accusations of deception. Deception is a funny thing. The last two attachments are of 2 sides of a letter circulated and solicited in Andrew Square in South Boston and surrounding neighborhoods. If you receive any of these letters, my concerns will become fact and not a theory.

I honestly feel that this project and its underlying elements will someday become part of an even larger investigation by Law enforcement authorities uncovering more than just unsafe piers in the water. Please don't allow this to happen.

Thank You

**William P Harris
Quincy City Councilor
Ward 6**

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

The debate regarding whether the City of Boston should rebuild the Long Island Bridge is one that is important and one that's answer is abundantly clear. For decades, Long Island was used as a refuge for those battling numerous issues, from alcoholism to drug addiction. Residents of Boston and the Commonwealth were able to access the island by bridge and received vital treatment for these issues.

However, due to the age and deteriorating condition of the bridge, the City of Boston had no choice but to close and demolish the bridge due to safety concerns. This left Boston and the Commonwealth with the question of what to do what the population that used the island for treatment. I applaud the City of Boston for finding innovative ways to provide treatment services in the city itself, but it is time for the bridge to Long Island to be rebuilt.

The public health recovery campus on Long Island is a vital, yet currently unavailable, resource that Boston needs to provide an effective response to the growing opioid epidemic. This resource, which could only be accessed by the rebuilt bridge, will provide opportunities for research and treatment for a vulnerable population.

We must also think of the environmental impacts that the rebuilding of the Long Island Bridge would have versus the impacts of the ferry service proposal. In its plans for the bridge, the City of Boston has designed an approach that uses barges to the float bridge spans into place on the existing bridge piers and abutments. This means there will be limited negative environmental or community impacts. In response to the ferry service proposal, one must also think of the increased air pollution and greenhouse emissions from the boats, as well as the construction and maintenance of required docking facilities for ferries. These facilities would require dredging to support safe operations and would also require development and operation of parking, roadway access and utility services.

Operational inadequacy of ferry service is also an issue that needs to be addressed since access to the island would be restricted due to bad weather events like hurricanes, blizzards or extreme cold. In comparison, the newly-built bridge would be available for all types of vehicles to use in all weather conditions. This is a requirement to support safe and effective addiction treatment facility operations

accordance with current standards. We must also look at the cost of ferry service which was determined to be significantly more expensive over time than the bridge-structure replacement. Ferry staffing, development and operation of ferry ports and maintenance should be considered versus the 75 year life-span of the new Long Island Bridge.

I implore the Commonwealth to consider all of these points before making their decision in accordance to MEPA.

Thank you for your attention to this matter.

Sincerely,



Timothy P. McCarthy

Boston City Councillor

District 5
August 15, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Subject: Long Island Bridge Superstructure Replacement Project

To Whom It May Concern:

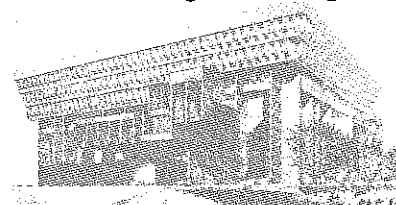
I am writing to strongly support the Long Island Bridge Superstructure Replacement Project. The public health recovery campus on Long Island is a vital resource that Boston and the region need to provide an effective response to the growing opioid epidemic. Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction

Boston has designed an approach to replacing the Long Island Bridge superstructure that uses barges to float bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts. Once the project is complete, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations; around the clock; all year long; and in any weather. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards.

Developing, operating, and maintaining suitable facilities to support sole access ferry service to the public health recovery campus on Long Island was considered and rejected by Boston since such an approach was assessed to be operationally inadequate, would have significant environmental impacts, and would have a high cost.

On a life cycle basis, ferry service was determined by Boston to be significantly more expensive than bridge superstructure replacement when capital cost of vessels; other equipment; siting, development and operation of ferry ports; around the clock ferry staffing; and maintenance are considered during the expected 75-year lifetime of the restored Long Island Bridge. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access and utility services. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.

Boston City Hall • One City Hall Square • Boston • Massachusetts • 02201
Tel.: 617-635-4210 • Fax: 617-635-4203
E-mail: timothy.mccarthy@boston.gov



I strongly support Long Island Bridge Replacement as proposed and the desperately needed treatment services it will bring to those impacted by opioid addiction.

With Warm Regards and Best Wishes.

Sincerely,

A handwritten signature in black ink, appearing to read 'T.P. McCarthy', with a long horizontal flourish extending to the right.

Timothy P. McCarthy
City Councilor
District 5

I strongly support Long Island Bridge Replacement as proposed and the desperately needed treatment services it will bring to those impacted by opioid addiction.

With Warm Regards and Best Wishes.

Sincerely,

A handwritten signature in black ink, appearing to read 'T.P. McCarthy', with a long horizontal flourish extending to the right.

Timothy P. McCarthy
City Councilor
District 5



Boston City Councilor Lydia Edwards
1 City Hall Square, Suite 550
Boston, MA 02201

August 24, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA #15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Secretary Beaton, Ms. Patel:

The City of Boston's facilities on Long Island are essential to Boston's efforts toward ending homelessness, promoting recovery and addressing the opioid crisis. I write to affirm the critical need for these facilities and to urge state approval under the Massachusetts Environmental Policy Act for construction and restoration of the Long Island Bridge.

It is unfortunate enough that services previously provided on Long Island have been interrupted. Rebuilding the bridge will provide the fastest, most cost-effective and environmentally-friendly method of restoring these services, which were previously accessed by a physical link between Long Island and the rest of the City.

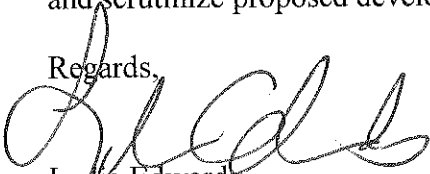
Given the nature of the population to be served, the need for regular and year-round access for clients as well as care workers, the historic use of the site and link between it and the mainland, I believe the bridge connection is the right choice and preferential to connection by ferry.

To be clear, I am a strong supporter of expanding ferry services. Better applications of ferry service include replacing daily commutes along congested routes within Boston and around the Metropolitan Boston region, promoting tourism and connecting Boston to recreational assets. These uses displace vehicle emissions and significantly reduce traffic congestion while supporting our local economy.

For recovery services at Long Island, rebuilding the bridge is essential and should not be delayed. I urge swift approval of the city's plans to advance recovery services.

Thank you for your attention to this matter. As a resident and representative of a waterfront district deeply impacted by climate change, I appreciate your efforts to protect our environment and scrutinize proposed developments within the Commonwealth.

Regards,

A handwritten signature in black ink, appearing to read 'Lydia Edwards', written in a cursive style.

Lydia Edwards
Boston City Councilor
District One



ANNISSA ESSAIBI-GEORGE
BOSTON CITY COUNCILOR
AT-LARGE

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED
AUG 30 2018
MEPA

August 17, 2018

Dear Ms. Purvi Patel,

As chair of the Boston City Council's Committee on Homelessness, Mental Health, and Recovery, I hope to offer a unique position on the Long Island Bridge project. I don't need to tell you about the ongoing homelessness problem, the city's opioid epidemic or the perpetual lack of resources for the mentally ill, as much of these problems are visible when you walk the streets of Boston. What I do need to reiterate, is that the construction of the bridge presents an opportunity to address these problems.

After a lengthy cost-benefit analysis, Boston has determined that constructing the bridge is the best way forward environmentally, fiscally, and operationally. Transportation by ferry poses a greater risk to the environment. New docking facilities would need to be constructed and implemented on Long Island and the mainland to accommodate vehicles needed to support the public health recovery campus' operations. As a result, the docking facilities would require ongoing dredging to keep up with capacity and operations.

Utilizing ferry access opposed to bridge access would also require the development and operation of parking, roadway access and utility services that have not previously existed on the island. Reconstruction of the bridge superstructure would not require these new developments as access to roadways and parking already exist from the previous operations of the Long Island Shelter. Long-term, bridge access aligns with the Massachusetts Environmental Protection Agency's vision for environmental justice.



Operating ferry access across Boston Harbor would create air and greenhouse gas emissions.

The cost-benefit analysis also determined that on a life-cycle basis, ferry service would be significantly more expensive than bridge superstructure replacement. Operating full-scale ferry service that keeps up with the public health recovery campus' capacity would incur maintenance and around the clock ferry staffing costs. Upfront capital cost alone would require significant investment in vessels, construction and operation of new docking facilities, and siting. Replacing the bridge superstructure is expected to sustain a 75-year lifetime for the restored Long Island Bridge.

Operationally, ferry access to Long Island is unsustainable to the operations of the public health recovery campus. Operations of ferry service is always dependent on weather, which is insufficient for medical emergencies. If a patient or staff members needs to be transported to a fully operational hospital in cases of emergencies, depending on ferry service for New England's oscillating and temperamental weather is inadequate. Furthermore, transporting supplies, patients, or staff during extended bad weather events could be hindered and inconsistent, which would be detrimental to the operations of the recovery campus.

Sole access ferry service to the public health recovery campus is destructive to the environment, fiscally irresponsible, and operationally inadequate. Replacing the bridge superstructures is more responsible and sufficient for operations of the recovery campus. Providing access to recovery services will help aid us in delivering services to our most vulnerable populations.

I look forward to the day we can sensibly open and operate the public health recovery campus and take a step forward in fighting the opioid epidemic.

Sincerely,



Annissa Essaibi-George

Boston City Councilor At-Large

Chair of the Homelessness, Mental Health and Recovery Committee



MATT O'MALLEY
BOSTON CITY COUNCILOR
DISTRICT 6

August 23, 2018

To: Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

I am writing in support of the Long Island Bridge Superstructure Replacement project. The Long Island public health recovery campus served the residents of the City of Boston for many years. The closure of the facility due to the deterioration and demolition of the Long Island Bridge has caused a shortage in beds for recovering addicts in the City of Boston and the abandonment of a working public health facility.

Rebuilding the superstructure of the Long Island Bridge would allow open access to the facility again and help many recovering addicts rehabilitate and return to society. Restoring the bridge would serve as an investment into the future. Not only is it more environmentally friendly than sustained ferry service for 75 years (the lifespan of the new planned bridge), but it creates easier and safer access to the island. Ferry service would not provide reliable enough transportation to reopen the facility.

As the District 6 City Councilor, representing Jamaica Plain, West Roxbury, parts of Roslindale, Roxbury and Back of the Hill, I have seen first hand how the opioid crisis is affecting our city. The Long Island health facility provides the perfect location for addicts to recover without the distractions of typical everyday life. It is our duty to reopen this existing facility and provide health services that the public deserves. I wholeheartedly support the Long Island Bridge Replacement project. If I can be of any further assistance, please feel free to contact me.

Sincerely,

Boston City Councilor Matt O'Malley
Jamaica Plain, West Roxbury, parts of Roslindale and Roxbury, and the Back of the Hill



MATT O'MALLEY
BOSTON CITY COUNCILOR
DISTRICT 6

Sincerely,

A handwritten signature in cursive script that reads "Matt O'Malley".

Boston City Councilor Matt O'Malley
Jamaica Plain, West Roxbury, parts of Roslindale and Roxbury, and the Back of the Hill



BOSTON CITY COUNCIL

www.cityofboston.gov/citycouncil
city.council@cityofboston.gov

One City Hall Square ♦ 5th Floor ♦ Boston, MA 02201 ♦ Phone: (617) 635-3040 ♦ Fax: (617) 635-4203

August 24, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED
AUG 30 2018
MEPA

Dear Ms. Patel,

We, the undersigned members of the Boston City Council, wish to express our support for the Long Island Bridge Superstructure Replacement Project. Rebuilding the bridge has been and will continue to be a priority for our city. We believe the reconstruction of the Long Island Bridge is vital in Boston's efforts to deliver an effective response to the Commonwealth's growing opioid epidemic.

The Long Island Bridge has connected Boston to the resources important to recovery for substance abuse, such as treatment facilities, for over sixty years. Currently, the public health recovery campus is unavailable to the public. The island was a temporary home for many patients and supplied not only the city, but the surrounding area with 742 shelter beds and 225 recovery beds. In 2014, the bridge was torn down for public safety reasons, which has drained the Commonwealth of nearly one thousand beds, subsequently pushing patients onto our city streets

Access to Long Island Bridge will allow us to create a long term recovery plan for our entire region. Bridge access to the public health recovery campus on Long Island is necessary so that Boston can comprehensively meet all operational requirements as it seeks to provide treatment services to those impacted by substance use disorders. In order to build a new bridge, Boston aims to use barges to float bridge spans into place on the existing bridge piers and abutments – limiting the environmental and community impact. Sole access ferry service on Long Island is operationally inadequate and will have significant environmental impacts. A new bridge will allow for all types of vehicles to access the campus in an effort to support public health operations around the clock, all year long, in any weather.

As Boston serves as a national leader in recovery services, we depend greatly on the return of the Long Island Bridge so we can continue to be a hub for recovery. A new bridge will not only benefit the residents of Boston, but the entire region. As the opioid epidemic continues to grow nationally, we are committed to doing our part here in Boston.

Thank you for your time, attention and careful consideration of this application. Please do not hesitate to contact us with any questions or concerns.



BOSTON CITY COUNCIL

www.cityofboston.gov/citycouncil
city.council@cityofboston.gov

One City Hall Square ♦ 5th Floor ♦ Boston, MA 02201 ♦ Phone: (617) 635-3040 ♦ Fax: (617) 635-4203

Sincerely,

Frank Baker
Boston City Council, District 3

Michael Flaherty
Boston City Councilor At-Large

Annissa Essaibi George
Boston City Councilor At-Large

Andrea Campbell
Boston City Council, District 4

Tim McCarthy
Boston City Council, District 5

Ed Flynn
Boston City Council, District 2

Mark Ciommo
Boston City Council, District 9

Josh Zakim
Boston City Council, District 8

Kim Janey
Boston City Council, District 7

Andrew Campbell



Mark Brown

for [unclear]



Fire Department

Martin J. Walsh, Mayor

August 27, 2018

Secretary of Energy and Environmental Affairs
Executive office of Energy and Environmental Affairs
Attn: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston MA 02114

VIA EMAIL

RE: Long Island Bridge Superstructure Replacement Project, EEA #15308

Dear Ms. Patel:

I write in support of the City of Boston's Long Island Bridge Superstructure Replacement Project. The replacement of the Long Island Bridge is a significant and necessary part of the City's overall plan to rebuild and create a public health recovery campus on Long Island to provide critically needed treatment and recovery services to those impacted by opioid addiction and substance abuse issues. Any environment impact is minimal, and is outweighed by the benefits and positive impact that a public health recovery campus can provide to the City of Boston and its surrounding communities.

As the Commissioner and Chief of the Boston Fire Department ("BFD"), I am acutely aware of the opioid epidemic and the impact it has daily on the streets of the City of Boston. The Department responds to numerous medical incidents each year, including drug overdoses. The BFD is one of the public safety agencies which administer Narcan, the life-saving drug for those who overdose on heroin. Since 2014, we have tracked our heroin overdose response calls; these numbers have escalated each year. In 2017, the BFD responded to over 1000 such incidents. To date in 2018, we are on pace to match those numbers. The number of opioid-related overdose deaths has likewise escalated each year.

In addition to these sobering statistics, BFD Headquarters is located on Southamptton Street in the Roxbury section of the City of Boston, within an industrial area that includes a methadone clinic and a suboxone clinic. Both of these drug treatment service programs are also located on Southamptton Street a short distance away from BFD HQ. However, the need and demand for shelter and substance abuse treatment recovery programs and services vastly exceed the supply available. On a daily basis, my own office at BFD HQ provides a personal, first-hand and bird's eye view of drug transactions and drug use on the City streets in broad daylight and open view, near the treatment clinics that cannot keep pace and do not have the capacity to serve those who need its services most. Discarded needles from heroin use are consistently found on BFD HQ property every day. The City's planned use of the old Long Island Hospital facility as a public health recovery campus makes eminent sense, from both a policy and practical view to alleviate a worsening opioid epidemic.

Opponents to the replacement of the Long Island Bridge have argued that ferry service will equally suffice to serve the City of Boston's plans to operate the recovery campus. In my capacity as the Fire

Commissioner for the City of Boston, and with a public safety protection mindset, I can unequivocally state that ferry service is and will be wholly inadequate in the event of a fire or other emergency on the island requiring a comprehensive fire department response. Winter or inclement weather will affect and negatively impact fire operations access to the island during emergencies. Conversely, replacement of the Long Island Bridge will provide readily available, reliable, safe and unimpeded access at all times for deployment of needed fire resources, both manpower and apparatus, to reach the island in a timely manner should it be required. In fire and emergency response incidents where time is of the essence and seconds matter, ferry service will not be able to support the speedy deployment and level of public safety resources necessary for protection of life and property. Nothing short of rebuilding and replacing the Long Island Bridge will meet this need.

In the 1940s, Long Island had operated the Chronic Disease Hospital within its campus. In more recent times, the buildings on Long Island have served as a base for a multitude of social services, including drug treatment programs. The original Long Island Bridge built in the 1950s served as the vital connection between the City and those who sought the services the island provided. Today, the City of Boston plans to utilize the campus of Long Island for one of its original, intended purposes: the treatment and care of people, and more particularly, those suffering from a substance abuse disease afflicting every corner of present day society.

Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction. The City's design for the replacement bridge has minimal environmental impact. Ferry service is not a pragmatic alternative. The benefits of both a replacement bridge and the services that will result from a public health recovery campus will be far reaching. For public health reasons, the drug treatment services that will be provided by the Long Island facility are a vital and currently unavailable resource. For public safety reasons, the Long Island Bridge is necessary for fire and emergency services access and protection. For all of the above reasons, I urge that the MEPA view favorably and positively the City of Boston's request for a replacement of the Long Island Bridge.

I am available to provide additional information as necessary. I may be reached at 617-343-3550 or via email at joseph.finn@boston.gov.

Very truly yours,



Joseph E. Finn
Commissioner/Chief
Boston Fire Department



ED FLYNN
BOSTON CITY COUNCILOR
DISTRICT 2

August 28, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Long Island Bridge Superstructure Replacement Project

Ms. Patel:

Please note that I am writing to express my support for the Long Island Bridge Superstructure Replacement Project. As the District City Councilor for South Boston, the South End and Chinatown, as well as a former Probation Officer, I have a firm understanding of the challenges our city faces on a daily basis when it comes to the opioid epidemic, substance use disorders and the problems that they present our neighborhoods. The need for bridge access to a public health campus to effectively respond to this national epidemic could not be clearer.

Last Fall, I called for the re-opening of the Long Island Treatment facility to provide necessary, life-saving services to those individuals & families suffering from addiction. As a former probation officer, I visited Long Island on a weekly basis to visit with individuals in treatment. I witnessed firsthand their ability to turn their lives around through the help of these programs. In short, access to a recovery campus on Long Island will help save lives. Moreover, the quality of life for residents of neighborhoods like the South End, South Boston and Chinatown will improve as spillover effects from the opioid epidemic may be mitigated with the help of this recovery campus. In addition, our city resources may receive relief from the stresses they have been placed under in its absence.

I believe that the Long Island Bridge is necessary for this facility to meet its mission; around the clock treatment regardless of weather conditions. Treatment for his epidemic will not wait for the perfect time or weather. This project is the only option to provide access to services in case of emergency.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact my office at 617-635-3202.

Sincerely,

Ed Flynn

Boston City Councilor, District Two



KIM JANEY
BOSTON CITY COUNCILOR
DISTRICT 7

August 28, 2018

RECEIVED
AUG 30 2018
MEPA

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,


I am writing to express my strong support for the Long Island Bridge Replacement Project. The public health recovery campus on Long Island has been a vital resource, providing 742 shelter beds and 225 recovery beds for Boston and the surrounding towns. The temporary loss of this recovery campus has had a devastating impact on my district and neighborhoods throughout Boston.

Bridge access to Long Island is required so that Boston can comprehensively provide treatment services so desperately needed by those impacted by opioid addiction in Boston and throughout the region. Sole ferry service access to Long Island was considered, but it would be operationally inadequate, would have significant environmental impacts and would have high cost. Instead, Boston has designed an approach to replacing the bridge that will have very limited environmental or community impacts. During inclement weather, the Long Island Bridge Replacement Project will ensure that patients at the recovery campus will **be able to access emergency medical services** more readily available.

As the opioid epidemic continues to destroy lives, families, and communities, we have the opportunity provide leadership that will help the entire region. The Long Island Bridge Replacement Project will help us create a long-term recovery plan that benefits residents in my district, our city as a whole, and surrounding towns.

Thank you for your attention and careful consideration. Please feel free to contact me with any questions or concerns.

Sincerely,


Kim Janey
Boston City Councilor
District 7



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR

Martin J. Walsh
Mayor

Joyce Linehan
Chief of Policy

August 29, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Long Island Bridge Superstructure Replacement Project, EEA #15308

Dear Ms. Patel:

I write in support of the City of Boston's Long Island Bridge Superstructure Replacement Project, currently under review with your office. The City's plan to establish a public health recovery campus on Long Island will provide critical treatment and recovery services to those impacted by the growing opioid epidemic. A replacement of the Long Island Bridge has been identified as the means of access with the least significant environmental impact, and any minimal impacts are outweighed by the benefits that a public health recovery campus will provide to the City of Boston and surrounding communities.

The campus of Long Island has long been used for the treatment and care of people, first as the site of the Chronic Disease Hospital, and more recently as a base for a number of social services, including drug treatment programs. The proposed use of Long Island continues that tradition by treating and caring for those suffering from a substance abuse disease.

Opponents to the replacement of the Long Island Bridge argue that ferry service is an adequate means of accessing the island. This is not true for several reasons. First, sole ferry access would actually have a greater environmental impact than replacing the bridge superstructure. New docking facilities that would be needed on both Long Island and the mainland would require ongoing dredging in addition to the development of parking, roadway access, and utility services. All of this is in addition to the greenhouse gas emissions created by the ferry itself. Second, ferry service is operationally inadequate in the case of an emergency. Winter or inclement weather would impede ferry service, leaving patients and staff at times unable to get to a hospital on the mainland during a health emergency. Finally, ferry service was determined to be cost prohibitive when factoring the costs of vessels and other equipment; the siting, development, and operation of ferry ports; around the clock ferry staffing; and maintenance. For the above reasons, only a replacement of the Long Island Bridge will serve as an adequate means of access to the island.

The City's approach to replacing the Long Island Bridge superstructure has been designed to minimize environmental and community impacts to the greatest extent possible, by floating bridge spans into place on the existing bridge piers and abutments. Once construction is complete, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations, around the clock, all year long, and in any weather.

The drug treatment services that the City of Boston plans to site on Long Island are a vital and currently unavailable resource. Bridge access is required to comprehensively meet all operational requirements of the facility, and ferry service is not an adequate alternative. For all of the reasons stated above, I urge that the MEPA view favorably the City of Boston's proposal for a replacement of the Long Island Bridge.

I write as a Massachusetts resident, a city official and as a board member of Interim House in Dorchester, a residential treatment founded by my late mother in 1972. Interim House treats men who are addicted to drugs and/or alcohol, providing them with treatment, stability and hope for the future. My late father's alcoholism inspired my mother to serve the community in this way. I honor her by advocating for the best treatment we can provide.

Sincerely,



Joyce Linehan



MAYOR'S OFFICE OF HEALTH & HUMAN SERVICES
CHIEF MARTY MARTINEZ

August 30, 2018

Executive Office of Energy and Environmental Affairs
100 Cambridge Street,
Suite 900
Boston, MA 02114

Attention: Ms. Purvi Patel, MEPA Office

Re: Long Island Bridge Superstructure Replacement Project, EEA # 15308

Dear Ms. Purvi Patel:

I respectfully submit this letter of support for the Long Island Bridge Superstructure Replacement Project, EEA # 15308. The public health recovery campus on Long Island is a vital (and currently unavailable) resource that Boston needs to provide an effective response to the growing opioid epidemic.

As the Chief of Health and Human Services for the City of Boston, I know firsthand the needs that are impacting our City and region in terms of addiction and treatment options. Our communities need to be bold and create life saving options that will help give people hope and opportunity. The bridge access to the public health recovery campus on Long Island is required so that we can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction. This bridge is a matter of life or death for many in the region.

Once the project is complete, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations; around the clock; all year long; and in any weather. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards.

Please know that developing, operating, and maintaining suitable facilities to support sole access ferry service to the public health recovery campus on Long Island was considered and rejected by the City since such an approach was assessed to be operationally inadequate, and it would have significant environmental impacts as well as a higher cost.

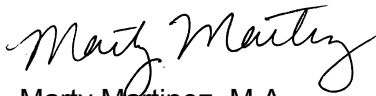
Operational Inadequacy: Boston has determined that sole access ferry service would not meet minimum operational requirements for the public health recovery campus on Long Island, since weather or other considerations would from time to time prevent navigation and therefore patients and staff would occasionally be unable to get to a hospital on the mainland during a health emergency. Delivery of needed supplies or transport of patients to or from the public health recovery campus could also be interrupted during extended bad weather events such as hurricanes, blizzards, or extreme cold.

Environmental Impacts: It was determined by Boston that sole access ferry service would have a greater environmental impact than replacing the bridge superstructure. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access, and utility services. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.

High Cost: On a life-cycle basis, ferry service was determined by Boston to be significantly more expensive than bridge superstructure replacement when capital cost of vessels; other equipment; siting, development, and operation of ferry ports; around the clock ferry staffing; and maintenance are considered during the expected 75-year lifetime of the restored Long Island Bridge.

The City of Boston has gone to great lengths to be intentional and thoughtful about every aspect of this project. Now more than ever it is imperative that Boston, and the region, have a robust public health recovery center that is both attainable and accessible. I am confident that the proposal in front of you will allow for safe, consistent, and reliable transit for those seeking care at any stage of the continuum of care. I respectfully urge MPEA to approve the Long Island Bridge Superstructure Replacement Project so the City of Boston can further to help those in most need thrive once again.

Sincerely,

A handwritten signature in cursive script that reads "Marty Martinez".

Marty Martinez, M.A.
Chief of Health and Human Services
City of Boston



CITY OF BOSTON

ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850

September 7, 2018

Secretary Matthew A. Beaton
The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Subject: EEA #15308 Long Island Bridge Superstructure Replacement Project, Boston, MA

Dear Secretary,

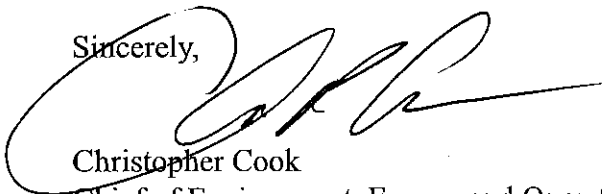
On June 6, 2018, the Boston Conservation Commission approved the plans for the City of Boston's Long Island Bridge Superstructure Replacement Project (DEP File No. 006-1593). The Commission determined that the project conforms to the standards and criteria of the Commonwealth's Wetlands Protection Act.

Furthermore, it was determined by Boston that sole access ferry service would have a greater environmental impact than replacing the bridge superstructure. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access and utility services. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.

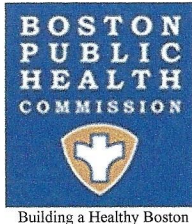
For the above reasons, I strongly encourage the MEPA office to approve the Long Island Bridge Superstructure Replacement Project.

Should you have any questions, please contact me.

Sincerely,



Christopher Cook
Chief of Environment, Energy and Open Space



September 7, 2018

Via Email and First-Class Mail

Mr. Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Attention: MEPA Office - Ms. Purvi Patel, EEA#15308

Dear Secretary Beaton:

The Boston Public Health Commission/Board of Health fully supports and urges an expeditious environmental impact assessment review process by your MEPA Office of The City of Boston's Long Island Bridge Superstructure Replacement Project.

Replacing the Long Island Bridge is the first and most critical step on our journey to create a comprehensive Addiction Recovery Campus on Boston's Long Island to address the ever-expanding public health crisis of opioid addiction and other substance use disorders. The rich history of social service programs and public health services on the island date back to the 1880s and includes a chronic disease hospital and a myriad of addiction treatment and recovery and shelter facilities. That same public commitment to those most in need of care is vital now more than ever to restore Long Island as a crucial, regional health resource in the most significant health challenge of our times.

Mayor Walsh's vision for a robust Recovery Campus which the Commission is completely committed to achieving will provide a tremendous resource to help fill a void in the Massachusetts treatment system – a comprehensive, exclusive campus to fight the chronic disease of addiction.

We recognize and respect MEPA's role in this process to assess the bridge project's impact on the environment. We believe and hope you will concur that the documents presented in our Long Island Bridge Superstructure Replacement Project submission adequately address the environmental impact concerns that must be assessed.

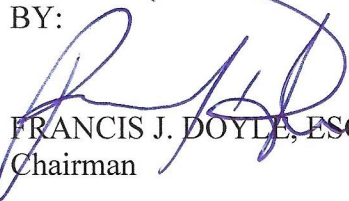
As Boston's Board of Health, we must be concomitantly concerned with the impact the replacement bridge will have on the public health of the region. We are keenly aware of the

lengthy timeline, yet urgent need, to bring on line as rapidly as possible the breadth of addiction services our new Recovery Campus envisions in order to respond to the current crisis. The bridge replacement project will both literally and metaphorically be the “bridge to recovery” for innumerable lives imminently in jeopardy of being lost to this deadly chronic disease.

We thank you for this opportunity to express our comments and encourage you to help keep the assessment on track due to the project’s vital importance.

BOSTON PUBLIC HEALTH COMMISSION/BOARD OF HEALTH

BY:



FRANCIS J. DOYLE, ESQ.
Chairman



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
MARTIN J. WALSH

RECEIVED

SEPT 10, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel:

I write to express my support for, and explain the significance of, the City of Boston's planned reconstruction of Long Island Bridge. The bridge is an essential part of our larger plan to create a comprehensive recovery campus on Long Island, to help those suffering from substance use disorder and confront the addiction crisis facing our state.

My administration is 100% committed to environmental protection, especially when it comes to Boston Harbor and our coastal communities. The last thing we would ever want to do is put the Harbor's ecology at risk. For this reason, we have designed our plan for Long Island Bridge to have minimal environmental impact. The new bridge will be similar to the original 1951 span, with one lane in each direction as well as sidewalks and an open channel below for boats. Our construction strategy is to build new spans of the bridge's superstructure off-site, and then use barges to float them into place on the existing bridge piers and abutments. This approach will remove much of the construction process from the Harbor site and the adjacent roadways, minimizing both environmental and community impact.

We have determined that the exclusive use of ferry service to Long Island would have a significantly greater environmental impact than rebuilding the bridge. In addition to permanently increasing marine traffic, a ferry plan would require building sizeable new docking facilities on both the island and the mainland, along with the roadway access, parking, and ongoing dredging such facilities require. Furthermore, *we have been informed by the United States Coast Guard that if we do not rebuild the bridge, we are obligated to remove the piers from the Harbor floor—a demolition and removal process that would cause substantially greater environmental impact than replacing the spans.* There is thus no doubt that, even if we were *not* going to create a recovery campus, rebuilding the bridge would cause the *least* environmental impact of all the available options.

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617-635-4500 • www.boston.gov

The fact is, ferry service would not meet minimum operational requirements for providing residential public health services on Long Island. Extreme weather conditions, increasingly common in the era of climate change, would inevitably impede emergency services to and from the Island for a medically fragile population, putting lives at risk. The routine suspension of commuter ferry service in Boston Harbor due to weather conditions illustrates the certainty of this danger. The observation that Long Island was served by ferries from the early 19th century until World War II—for much of which time the City did not even operate ambulances—only underscores how insufficient ferry service would be for a public health facility by today’s standards.

Finally, as someone who has advocated for recovery services throughout my 20-year career in elected office, I would like to make clear what’s at stake in our plan. A comprehensive, long-term recovery campus is desperately needed to help solve the statewide opioid epidemic that is taking hundreds of lives and shattering thousands of families each year. Studies have made clear that the greatest need in our treatment system stems from large drop-offs in capacity following detox and short stays in residential treatment. Too many people are relapsing, overdosing, and dying, because a solid next step is not there for them in time. These are precisely the service “cliffs” that our campus is being designed to bridge. On the island, we can manage and connect capacity across each stage of treatment at a scale not possible in a neighborhood setting. We can provide a peaceful setting for recovery, away from old routines and triggers. We can offer key transitional supports like counseling, housing, and job training, and pilot new innovations. In short, we can finally raise the city, region, and state’s recovery services to a level called for by the severity of this crisis.

I believe deeply in Long Island as a place of recovery. For many years, as part of my own recovery from alcoholism, I drove across the old bridge to meet with patients in the former facilities and share with them my experience, strength, and hope. I am advancing our current plan for Long Island out of my conviction that a fully supported pathway to long-term recovery should be available to every single resident of the Commonwealth who needs it.

For these reasons, I respectfully ask you to consider our commitment to both the environmental and health needs of the people of this Commonwealth as you review this plan.

Sincerely,



Martin J. Walsh, Mayor
City of Boston

From: Kate Webby
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project, EEA #15308
Date: Monday, August 20, 2018 12:36:04 PM
Attachments: [image001.jpg](#)

Good afternoon Ms. Patel,

Please see the following public comment from Acadia Healthcare, Northeast Region.

Acadia Healthcare, Northeast Region is in full support of the Long Island Bridge Superstructure. Acadia Healthcare is the largest provider of mental health, recovery, and opioid addiction treatment services in the country. As a frontline provider of treatment services in Boston and across the Commonwealth, we believe the construction of the bridge is vital in accessing the planned public health recovery campus in the midst of the growing opioid epidemic. It is imperative that all types of vehicles are able to cross the bridge, around the clock, to support campus operations and resources. This bridge will improve access to treatment, volume of recovery campus resources available, timely care coordination with outside treatment centers, agencies and shelters that a ferry service operationally could not provide. Acadia Healthcare, Northeast Region agrees that the Long Island Bridge Superstructure is instrumental to ensuring the safety and accessibility for all those utilizing the recovery campus.

Thank you,

Kate

Kate Webby
Clinic/Program Director
Acadia Healthcare
Habit OPCO - Boston CTC
99 Topeka St.
Boston, MA 02118-2717
Main: (617) 442-1499 Ext. 203
Fax: (617) 442-1660

Boston-Logo-Print-Color-L



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From: Bob Minnocci
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Bridge to Long Island
Date: Tuesday, August 21, 2018 7:53:58 PM

Dear Purvi:

I have lived in the South End of Boston since 1994 and at ground zero of the opioid crisis, on Massachusetts Avenue between Washington Street and Harrison Avenue, since 1998.

Each day, I witness the worsening of the crisis as people of nearly all ages are staggering up and down the block overwhelmed by the influence of drugs. Some stagger into the streets and others fall on the sidewalk unable to move. It is a sad sight from a crisis that seems to have no end in sight. This situation is not safe for residents or those suffering from addiction. And it is aggravated by the scarcity of service for those in addiction.

I salute Mayor Walsh for his attempts to rebuild the Long Island Bridge and establish a comprehensive treatment center for addiction and I ask you to support the bridge project.

Sincerely,

Bob Minnocci

(617) 236-4893 | (857) 222-4149

From: Heidi Brewster
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@Boston.gov; timothy.p.sullivan@boston.gov
Subject: Bridge to recovery
Date: Tuesday, August 21, 2018 9:22:31 PM

Dear Mr. Patel,

My name is Heidi Brewster, and I have lived in the South End for 15 years.

It has been heartbreaking to walk out my door in the last few years and be greeted by men and women suffering from addiction. They are defenseless and often appear to be caught in a vicious cycle.

I implore you to give them a safe haven by repairing the bridge to Long Island.

Having a dedicated haven for a rehabilitation center would be instrumental in tackling the opioid crisis.

Our Mayor would be seen as a tremendous leader, giving patients a safe area where they can focus on recovery, safe from drug dealers and other hindrances.

The South End does not have the facilities required to care for victims of drug addiction.

Please make every effort to help those that want recovery by getting the bridge to Long Island repair as soon as possible.

Thank you,
Heidi Brewster
1686 Washington Street
Boston 02118
Hgbrewster@icloud.com

Sent from my iPhone

From: Aaron Perrino
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Wednesday, August 22, 2018 9:51:59 AM

Hello,

I am writing to express my concern for my neighborhood due to the opioid epidemic and the insanity along the Methadone Mile.

I live on E. Springfield Street and I have a 11 & 8 year old. It's depressing that my kids know all about heroin users and watch them shooting up on our steps on a weekly basis. One guy recently used the side mirror on my vehicle to inject into his neck.

I realize we live in the city and things like this come with the territory, but the last year has been beyond acceptable.

I would strongly welcome repairs to the Long Island Bridge to help our neighborhood. Obviously its not the only solution to this problem as something bigger needs to be done about this epidemic.

But creating a tent city in one of the most historic parts of the city where a 2 bedroom condo costs 1+ million dollars when there is a solution
Like the Long Island bridge project that could help the South End.

Thanks,

Aaron

From: Andrew Brand
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@Boston.gov; "[Jennifer Tracey](#)"; marty.martinez@Boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Substructure Replacement Project, EEA #15308
Date: Wednesday, August 22, 2018 1:25:26 PM

Hello:

I am Andrew Brand, a 21 year resident of Boston and the South End. I am writing to urge you to approve the Long Island Bridge Substructure Replacement.

Here's why:

A shortage of Treatment Beds Costs Lives

We all know that the opiate epidemic has claimed the lives of many Massachusetts residents.

One of the most significant challenges for addicts is the severe shortage of treatment beds after an addict exits a detox bed. Addicts may have to wait many months to get to the next stage of treatment. This waiting period causes many addicts to regress and start using, before the program starts; it causes others to resist detox period.

Mayor Walsh wants to build a recovery Campus on Long Island to replace the services that were lost

Mayor Walsh has generously proposed a comprehensive recovery campus on Long Island. This campus would be a vital resource not only for Boston residents but or other residents of the state who come to Boston's "Recovery Road" as some call it, seeking the services already provided.

Because of its accessible location, "Recovery Road" also attracts many drug dealers and other people who prey on those seeking recovery, as such it also referred to as "Methadone Mile." In fact, the Methadone clinics hire extra security and ask the police to keep dealers away from their building.

A Long Island Recovery Campus would better allow addicts, and methadone patients to recover without these temptations.

A Bridge is needed and Cost effective

The recovery campus needs to be accessible to all types of vehicles in any weather so that emergency vehicles are available when they are required. A bridge would allow for any type of vehicle.

Some people have proposed ferry service. A ferry would not allow for quick emergency access when needed and would not be available during severe weather. As such, it is not a viable choice for a recovery campus on Long Island.

The City of Boston has studied the total cost of ownership of a Bridge vs. a Ferry service over the 75 year expected lifespan of the bridge. The study found the capital, maintenance, and operational costs of the ferries, and two ferry terminals far exceeded the cost of a bridge.

A Bridge Has Less Environmental impact

Boston has found that the environmental impact of the two ferry terminals, constant dredging that would be required, and additional parking would have a far greater environmental impact than would a bridge.

Boston has designed an approach that uses barges to float bridge spans into place. This approach would minimize the surrounding community impact.

Please approve this project.

If you have any questions or comments, please contact me at:

(617) 398 7759

or

andrewmbrand@gmail.com

Thank you for allowing public comments on this critical issue.

Andy

Andrew Brand

19-year PMC rider.

Riding is a choice. Donating is a choice. Nobody chooses cancer.
Please donate.

<http://www.pmc.org/profile/AB0079>

"We all lie in the shade of trees we did not plant."

From: Brian Gokey
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@Boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge
Date: Wednesday, August 22, 2018 7:57:40 AM

Good Morning,

I am writing in support of the rebuilding of the Long Island Bridge.

The value of Long Island as a recovery center can not be overstated.

I have known many folks over the years who have achieved sobriety through Andrew House and the supportive care given there.

It's hard to imagine a better location, with facilities already in place (though need of upgrades) than Long Island.

I do understand the traffic concerns from the folks from Squantum, but the traffic has been that way since 1951. The occasional headache from increased traffic is surely worth the public health benefit. Everyday here in the South End we hear about new development with increased traffic loads, all which dwarf any traffic increases in Squantum.

Personally I don't think this is about traffic, but about a perception that this is Boston's problem bringing addicted to a neighborhood which couldn't be further from the truth. As noted in several recent articles, about 50% of the addicted in the Melnea Cass/Mass Ave area of Boston is from somewhere other than Boston, including Quincy.

This bridge can be a bridge to recovery, returning many of our family members and neighbors to a more productive, and, hopefully, happier life.

Sincerely,

Brian Gokey
503 Shawmut Ave
Boston, MA 02118

From: Brian Halley
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: chris.osgood@boston.gov; jtracy@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA #15308
Date: Wednesday, August 22, 2018 8:48:36 AM

Dear Purvi Patel:

I am writing in very strong support of the Long Island Bridge Superstructure Replacement Project. As a resident of the South End, very near the Massachusetts Avenue/Melnea Cass Avenue intersection that has become the epicenter for the opioid crisis, I witness the horrifying effects of addiction everyday. I bike from Worcester Square to UMass Boston, where I work, right down Mass Ave. These are individuals in desperate need of help. As you well know, this is a public health disaster. From what I have seen, having lived in this home for over 9 years and the South End for over 15, this is the worst it has been in a long time, and it definitely got noticeably worse - more people struggling here - with the closure of the Long Island Bridge.

We need a recovery campus to address this problem from multiple directions. I hope the City of Boston moves forward with this plan and gets the bridge back up and the island back to being a safe environment for those people trying to recover from deadly addictions.

Many thanks,
Brian Halley
2 Worcester Square
cell: 617 990 6385

From: DAVID BERARDUCCI
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@Boston.gov; timothy.p.sullivan@boston.gov
Subject: Rebuild the Long Island Bridge
Date: Wednesday, August 22, 2018 12:41:20 PM

Dear Purvi Patel,

I am a resident of the South End and see the ever worsening evidence of the opioid epidemic with increasing numbers of strung-out individuals congregating on the corner of Melina Cass Blvd. and Mass Ave. I am writing to express my support for the rebuilding the bridge to Long Island with the specific purpose of developing an innovative and comprehensive substance use recovery campus on Long Island. In order for a comprehensive recovery campus to be created on Long Island, **the bridge must be rebuilt.**

Regards,

David Berarducci
154 W. Concord St. #1
Boston, MA 02118

From: Desmond Murphy
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: chris.osgood@boston.gov; [Jennifer Tracey](mailto:Jennifer.Tracey@boston.gov); marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Wednesday, August 22, 2018 12:53:59 PM

Dear Ms. Patel,

Thank you for providing the opportunity to provide public commentary on the Long Island Bridge Superstructure Replacement Project.

I understand that the MEPA is primarily focused on the environmental concerns, however, I believe we also need to discuss the humanitarian implications of the project. I will provide commentary on both the environmental considerations and the humanitarian implications:

First, Environmental considerations:

The city of Boston has considered several approaches for accessing Long Island including ferries. While ferries are tempting due to their perceived lower cost, there are other factors including the need for dredging and constant refueling must be considered. The ferries would also run multiple times per day, which are also negatives for the environment. Further, Boston has four seasons, which means that we also have blizzards, nor'easters, and the occasional hurricane. Boston must account for the fact that people in need could be left stranded if there is not an accessible road 24/7 due to these environmental factors. Lastly, please note that the buildings are currently not being used. Let's hypothesize that the city decided not to use Long Island. What this means for the environment is that we have an additional negative impact due to a new construction site.

In other words, any approach to increase service capacity or to access Long Island will impact the environment. Boston has carefully chosen the current path and I urge you to approve it on these merits.

Second, humanitarian implications:

Since 2015, 541 people have died from opioid overdoses in Norfolk county and 685 people have died in Suffolk county. Additionally, EMS was dispatched 5,500, 6,790, and 5,198 times for opioid related incidents in 2015, 2016, and 2017 throughout the state. This shows that the opioid crisis is only worsening and more needs to be done to help those in need. The Long Island Bridge project enables the region to benefit from increased service capacity (note that the city has said this is an INCREASE not a net zero change) and uses pre-existing buildings with ready and willing service providers. This project is a good example of what the city and state need to do to tackle this horrible opioid crisis – increase capacity on a regional basis so that all of those in need can benefit regardless of where they are from. In fact, over 50% of the people using Boston homeless shelters and addiction/recovery services are not from Boston. What this means is that the entire REGION benefits from the bridge and fortunately for the non-Boston residents, their cities are not funding it!

In closing:

The Walsh Administration is taking a compassionate approach to helping those in need by building the bridge. Plus, Boston welcomes ALL (residents and non-residents) to use Boston services. The Walsh administration should be commended for their compassionate approach to those in need.

I encourage you to approve this project as it is currently the only new regional approach for tackling this crisis and because Boston has carefully considered the environmental impact.

Sincerely,

Desmond Murphy, PharmD, RPh

Sources:

Opioid death for Suffolk and Norfolk Counties:

<https://www.mass.gov/files/documents/2018/05/22/Opioid-related%20Overdose%20Deaths%20by%20County%20-%20May%202018.pdf>

50% not from Boston – homelessness

2016 Homelessness origins census – 50% provided a zip code origin and of the 50% of those who provided a zip code, 50% were not from Boston

50% not from Boston – addiction/recovery services

https://bluecrossmafoundation.org/sites/default/files/download/publication/Boston_Addiction_report_May2015_final.pdf

EMS opioid related incidents

<https://www.mass.gov/files/documents/2018/05/22/Emergency%20Medical%20Services%20Data%20-%20May%202018.pdf>

From: Jen Stebbins Thomas
To: [Patel, Purvi \(EEA\)](#)
Cc: chis.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Wednesday, August 22, 2018 9:07:00 AM

Good morning,

I am a South End resident and a mother of a 17-month old. I have lived in the South End since 2013 and in that time have witnessed an explosion of unsafe behavior in my neighborhood due to the opioid epidemic. We love living in Boston, but I have become fearful of having my daughter out in parks, in alleyways and sometimes just on the sidewalk in front of our building because of the proliferation of needles and drug paraphernalia littering our public spaces. I have personally needed to call police twice for overdoses behind my building. My husband (a medical professional) carries narcan in his briefcase. This is not the city we know and love, and we can do better.

Boston needs to take a proactive, impactful approach to this crisis. We need to rebuild the Long Island Bridge to provide a suitable place to encourage recovery, rehabilitation and support for this vulnerable population. We need a safe, effective and comprehensive addiction treatment facility, and it must be accessible to all modes of transportation. We know this cannot happen with boats alone.

I urge you to support the rebuilding Long Island Bridge.

Sincerely,
Jen S. Thomas
South End resident

--

Jen S. Thomas
603.759.1958

From: Jess W
To: [Patel, Purvi \(EEA\)](#); chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@Boston.gov; timothy.p.sullivan@boston.gov
Subject: Rebuilding of Long Island Bridge
Date: Wednesday, August 22, 2018 9:37:19 PM

Dear Official:

I am writing to you in support of the speedy rebuild of the Long Island Bridge. South End has been overly burdened with drugs issue for way too long with no light at the end of the tunnel. We need to make sure we are not being taken advantage of where SE is the only area providing resources for addict patients all over the state.

We pledge you to please take action and prevent South End from continuing deterioration.

Thank You

Jesse Wong



August 22, 2018

To: Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs

ATTN: Ms. Purvi Patel

Dear Ms. Patel:

I write to you today in support of the Long Island Bridge Superstructure Replacement Project and on behalf of Learn to Cope and the many Massachusetts families too numerous to count who will be directly affected by this Project. Many of our family members have found the help and support they needed when Long Island was open and in operation. We hope that you will take the steps needed to restore a sorely needed resource for the care and treatment of those who have nowhere else to turn for help.

As the Executive Director and Founder of Learn to Cope, which is an organization that provides support, education, resources and hope for families with loved ones affected by Substance Use Disorder (SUD), and as an affected family member myself, I can personally speak to the fear, anguish and pain families go through when their loved one is suffering from this horrendous disease, and he or she is prepared to seek help and are turned away because of the inadequacy of services available to treat them. Tragically, many have died needlessly and as a direct result of there being no available treatment beds or services. With the closure of the Long Island Bridge in 2014, hundreds of individuals were suddenly left without the recovery services and the shelter they so badly needed. These people were left to fend for themselves, not knowing where to turn other than the streets. In the meantime, their families had no idea whether their loved ones would even survive. It is hard to imagine that persons suffering from any other disease would suddenly be in such a situation. Mayor Walsh and the City of Boston propose to replace the bridge and invest in a much-needed recovery campus on the island where the full continuum of care would be provided to give those who suffer a real chance to recover.

Those who oppose the project, particularly the residents and public officials of the City of Quincy, are concerned about increased traffic with construction of the new bridge. Prior to its recent closure and destruction, the bridge operated satisfactorily for 60 years without significant traffic issues. The evidence to support these claims is seriously lacking. Instead, a new bridge would largely serve to connect recovery program employees, residents and clients to the recovery campus. Daily traffic to and from the island would be minimal. Also, available Information on the environmental impact of the project favors bridge reconstruction rather than ferry service. Clearly, the need to provide care to a growing population of people afflicted with SUD, and the crucial importance of implementation of a comprehensive plan to address the opioid crisis far outweigh the arguments made in opposition to reconstruction.

Sadly, individuals not directly affected by SUD are often unable to fully understand what it means to suffer from this disease or to appreciate the struggles families experience. These attitudes further stigmatize those with SUD and their families. Stigma is the number one reason people do not seek help, and, in some cases, die. To suggest that increased traffic is the real issue behind the concern about the bridge project appears unfounded. I implore you to move forward with reconstruction of the Long Island Bridge so that those people affected by SUD will get the treatment they desperately need and deserve from the recovery center to be constructed there.

Sincerely,

Joanne Peterson

Joanne Peterson
Founder and Executive Director

From: Marilyn Wright
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Support for Long Island Replacement project
Date: Wednesday, August 22, 2018 11:34:49 AM

I am writing as a long time (40+ years), Registered Nurse, and concerned fellow human being in support of the Long Island Bridge replacement. The need for a serious, well funded recovery campus is imperative for all those who are literally suffering before our very eyes. Access to such a campus on Long Island via a rebuilt bridge is critically important and should not be politicized.

This letter is in strong support for rebuilding the bridge. Additionally, I believe the campus should be rebuilt immediately, and that those needing substance abuse services should be transported there by ferry. We cannot delay this any longer.

Thank you.

Marilyn Wright

Sent from my iPhone

From: Rachael Albarran
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Project - South End Resident Support
Date: Wednesday, August 22, 2018 8:53:17 AM

Dear Ms. Patel,

I am writing in full support of reconstructing the Long Island Bridge for the specific purpose of developing an innovative and comprehensive substance use recovery campus on Long Island.

I have lived in the South End for the entire 5 years spent in Boston. The neighborhood is full of highly involved, caring people, couples and families. We love our community and take pride in our home. However, over the past 5 years I've witnessed a steady increase of drug abuse and addicts all over our streets. Needles in parks where children play, getting aggressively panhandled as you walk within blocks and up to Mass Ave. I've witnessed people in alleys performing sexual acts for drugs, defecating, shooting up and passed out on the private residences of people who live on streets around BMC and near the methadone clinics. Our neighborhood came a long way from the 90's and early 2000's and we are not okay with watching it deteriorate again due to the drug and Opioid crisis.

Several of us have been in contact with the city and police and have received insufficient interest and / or plans to resolve this issue. The news has even done stories on the newly dubbed "Methadone Mile". If the city isn't interested in doing anything from a humanitarian perspective, then one would surely hope the embarrassment of the negative attention this has garnered would prompt change. Having moved here from Seattle, I can tell you this will only get worse. Please do NOT let our city go the direction of Seattle with the parks completely overtaken by those who need our help and alternatives to sleeping and shooting up on our streets.

We need to help these people. These are human beings with major substance abuse issues. They deserve more from our city and community. Let's focus on offering much needed treatment interventions through building a recovery center and giving these people the chance to rehabilitate back into society. We are all in 100% support of the first step which is to rebuild the bridge to Long Island.

Sincerely,

Rachael Albarran
5 Appleton Street 2D
Boston, MA 02116
(206) 755-2802

From: Scott Mabel
To: [Patel, Purvi \(EEA\)](#)
Cc: [Chris Osgood](#); jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long island bridge superstructure replacement project #EEA15308
Date: Wednesday, August 22, 2018 11:24:08 PM

Dear Ms Patel,

I support a new bridge to Long Island.

Boston needs a place for the homeless and addicted to receive treatment, and to live.

The current solution, private facilities which use the highway median as their waiting room, is inadequate.

Given that a bridge has been in this spot for a century, the use case seems established. The current situation is awful and needs to change.

Support the rebuild.

Sincerely,
Scott Mabel
South End
Boston

From: tah9903
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Wednesday, August 22, 2018 8:54:42 AM

Hi Ms. Patel,

I wanted to submit comments in my support of the Long Island Bridge Superstructure Replacement Project. I believe this to be vital to the success of the public health recovery campus. I believe the bridge is critical to the efficiency and access of the campus as well—both for patients and staff, alike. I am very pleased that the City of Boston is addressing this growing epidemic and frightening crisis, and I am very much in support of the Long Island Bridge Superstructure replacement project. Thank you!

Most sincerely,

T. Hart

From: Vijay Thomas
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; JTracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge project
Date: Wednesday, August 22, 2018 3:51:39 PM

Hello,

I wanted to write to you in support of building the Long Island bridge for the recovery clinic. The opioid crisis in Massachusetts is at critical levels and it's high time that we have a full fledged recovery campus to treat this epidemic. This crisis requires patients or affected people to reach the recovery clinic at all times of the day, in any weather condition - something that is currently not feasible with a ferry service. The bridge will go a long way in making sure the City and the State can attempt to make steps to proper recovery of the patients.

Regards
Vijay Thomas

From: Fred Newton
To: [Patel, Purvi \(EEA\)](#)
Subject: "Long Island Bridge Superstructure Replacement Project,EEA # 15308"
Date: Thursday, August 23, 2018 11:14:11 AM
Attachments: [image001.jpg](#)

August 22, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office

Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

I have been the President and CEO of Hope House Boston for the past decade. Locally and nationally, what we have seen during that time is correctly called the "US Opioid Epidemic." "Healthcarebusinessstech.com" states that the 10 deadliest epidemics of all time include: "TB, Flu of 1918, Black Death, Yellow Fever, Smallpox, Cholera, Malaria, AIDS, Typhus and Polio."

How close is the current opioid epidemic to surpassing Polio?

When the opioid epidemic reaches the top 10, will society "wake up" and consider the gravity of our fellow citizen's situation?

As a citizen of the Commonwealth, working with the sickest of the sick in Boston, I am proud of the commitment being made to deal with this current epidemic. Prior to the October 8, 2014 closure of the Long Island Bridge, thousands and thousands of sick and homeless men and women had been served on the "Island" since 1882. Yes, 135+ years of serving the sickest residents of the Commonwealth.

Long Island is a vital part of Boston, and is an invaluable resource that Boston, Quincy and the Commonwealth of Massachusetts needs, to provide an effective response to the opioid epidemic.

While "ferry service" may be an example of "thinking outside the box," individuals suffering from opioid use disorders and other complex medical conditions, may meet an untimely and preventable death, 24 hours a day, 365 days a year, without a bridge.

The notion of having an individual in withdrawal from opioids (Withdrawal symptoms include: muscle aches, restlessness, anxiety, lacrimation (eyes tearing up), runny nose, excessive sweating, inability to sleep, yawning very often ... diarrhea, abdominal cramping, goose bumps on the skin, nausea and vomiting, dilated pupils and possibly blurry vision, rapid heartbeat and high blood pressure) getting "seasick" on the way to treatment may be contraindicated and downright foolish.

If, on a freezing cold day or a stifling humid one, have you ever wondered where is the bus? Train? Taxi? Or Uber? when you need it? Consider the plight of the person waiting on a ferry to get onto or off Long Island. "Where is the ferry."

Weather or other considerations may, from time to time, prevent navigation to and from Long Island. Frankly, the ferry is a fool's folly and should be forgotten as a partial "solution" to the current epidemic.

This month, August 2018, the Commonwealth Avenue Bridge, over the Mass. Turnpike was demolished and repaired in about 2-3 weeks. Is that bridge more critical to the Commonwealth and its citizens? What about an aerial tramway for Commonwealth Ave.?

As I understand it, Boston will use barges to float new bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts. Bridge access to the public health recovery campus on Long Island will be available for all

types of vehicles needed to support operations; around the clock; all year long; and in any weather. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards.

Accordingly, we stand 100% behind the city of Boston efforts to build a new bridge to access Long Island

Thank you for opportunity to comment.

Sincerely,



Frederick W Newton President & CEO

Hope House Inc.

From: George Stergios
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Thursday, August 23, 2018 10:20:45 AM

Dear Ms. Patel,

I urge you to approve the Long Island Bridge Superstructure Replacement Project. The City of Boston's new plan to use barges to float bridge spans into place on the existing support beams will mitigate disturbances to the ocean floor. It will also eliminate heavy truck traffic through residential neighborhoods in Quincy and other towns. A bridge is a better way than a ferry to move patients, employees, and supplies on and off the island for operational and environmental reasons. Building and recurrently dredging a pair of docking facilities will have greater negative environmental impact than the bridge.

This is a good plan for a great cause. The opiate crisis is unprecedented numbers of people, not only from Boston, but from all around the state. We need more services to roll back the number of deaths and re-opening Long Island is a large and necessary step in the right direction.

George Stergios
35 Worcester Square
Boston, MA 02118

From: Jennifer Adleman-Howe
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: timothy.p.sullivan@boston.gov; jtracey@bphc.org
Subject: Long Island Bridge Superstructure Replacement Project; EEA#15308
Date: Thursday, August 23, 2018 4:15:34 PM
Attachments: [image001.png](#)

Ms. Patel:

I am writing in extreme support of the Long Island Bridge replacement project. I live at 691 Massachusetts Avenue near Harrison Street, and every day see the growing need for intervention regarding the substance abuse epidemic in our city and neighborhood. I've lived in my building for 5 years and in that time have witnessed dozens of people overdosing outside my bedroom window. I've seen women getting attacked and have myself been assaulted while getting my mail once. I no longer have mail sent to my home as the packages are immediately stolen by addicts looking to exchange stolen goods for money. My garden beds are regularly littered with used heroin needles. Everyone's safety is at risk with the current situation.

As a healthcare professional I fully support this public project to enable access to a campus of comprehensive, effective treatment and recovery support services for people living with this disease.

Thank you.

Jennifer Adleman-Howe | Talent & Operations Manager

cid:image003.png@01D34CE1.53E670C0



501 Boylston Street, Suite 6102 | Boston, MA 02116

(O) 617.226.4812 | (M) 617.955.7500

jah@puretechhealth.com | www.puretechhealth.com

From: Jeremy Holman
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project; EEA#15308
Date: Thursday, August 23, 2018 10:44:13 AM

Ms. Patel:

I am writing in support of the Long Island Bridge replacement project. I live on Massachusetts Avenue near Harrison Street, and see every day the need for comprehensive, accessible, and safe services for people living with substance use disorder and/or in early recovery. This project is vital to addressing the crisis in our city.

I am also a public health professional with extensive substance use experience, and fully support this public health project to enable access to a campus of comprehensive, effective treatment and recovery support services for people living with this disease.

Thank you.

-J

Jeremy Holman, PhD
691 Massachusetts Avenue, #602
Boston, MA 02118



rizema.org
857-991-1195
101 Huntington Ave.
Suite 1300 MS 0116
Boston, MA 02199

August 23, 2018

Hon. Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Ms. Purvi Patel, EEA# 15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Secretary Beaton:

As you know, Massachusetts is in the middle of an opioid epidemic that is causing devastation to our residents and our economy. The Commonwealth has one of the highest rate of opioid deaths in the country with five people dying here each day. Mayor Walsh recently said about the proposed long-term recovery campus on Long Island, “tackling the opioid crisis means using each and every tool we have.” We could not agree more, and that is why RIZE Massachusetts supports the city of Boston’s efforts to rebuild the Long Island bridge and create a safe and accessible route to needed care for people with opioid use disorder.

The opioid epidemic is weighing heavily on Massachusetts and the Greater Boston area. In 2016 alone, there were 2,017 opioid-related deaths in Massachusetts while four percent of the state’s population is suffering from opioid use disorder. According to the CDC, the opioid epidemic is costing Massachusetts more than \$10 billion each year in health care costs, lost productivity, and other factors. This crisis is overwhelming, but there is hope. Science tells us that opioid use disorder is a chronic disease that can be treated and managed like asthma, hypertension, and diabetes. What is needed are more treatment facilities where doctors can administer compassionate care and medicine alongside counselors providing guidance and support.

Restoring the Long Island bridge and building the proposed long-term recovery campus on Long Island will provide needed care and services to people in Boston, and the surrounding area, making it not just a benefit to Boston, but to all residents of Greater Boston and Massachusetts by helping to save lives and reduce the toll opioid addiction is taking on our communities.

We at RIZE cannot state strongly enough the need for more compassionate and comprehensive treatment, harm reduction, and recovery programs related to opioids. What we have now is not enough for the size of the crisis we are facing. We ask that the Massachusetts Environmental Policy Act office approve the construction of the Long Island bridge to help further contribute to ending the opioid epidemic in Massachusetts.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Burns", with a long horizontal flourish extending to the right.

Julie Burns
Executive Director

From: Liz Nyman
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; JTracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Rebuild the Long Island Bridge
Date: Thursday, August 23, 2018 3:46:15 PM

As a devoted resident of the South End for the past 14 years, I am writing in support of rebuilding the Long Island Bridge and reestablishing a recovery campus - it is vitally needed. If we do not create the resources to address this crisis, our neighborhood will continue to see the stranglehold of addiction tighten.

Sincerely,
Liz Nyman
37 Rutland Square
Boston 02118

From: Lubo Karadashkov
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@Boston.gov; JTracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project; EEA#15308
Date: Thursday, August 23, 2018 10:52:53 AM

Dear Ms. Patel –

I am writing **in support of the Long Island Bridge replacement project.**

This endeavor is absolutely vital to addressing the crisis in our neighborhood and city. I live on Mass Ave near BMC / Harrison Street, and every day I see the need for safe and comprehensive services for people living with substance use disorder.

Thank you and best regards,

Lubo Karadashkov.

From: Michael Boudah
To: [Patel, Purvi \(EEA\)](#)
Cc: timothy.p.sullivan@boston.gov; jtracey@bphc.org
Subject: Long Island Bridge Superstructure Replacement Project; EEA#15308
Date: Thursday, August 23, 2018 3:37:09 PM

Ms. Patel:

I am writing in extreme support of the Long Island Bridge replacement project. I live on Massachusetts Avenue near Harrison Street, and every day see the growing need for intervention regarding the substance abuse epidemic in our city and neighborhood. The current state is not only dangerous for those using and suffering, but for everyone else in the wake. On any given day I can walk out my front (or back) door past used needles on the ground, broken glass, and even bio waste. Clearly this is an unsafe and unfit environment for anyone, but especially my children.

As a healthcare professional I fully support this public project to enable access to a campus of comprehensive, effective treatment and recovery support services for people living with this disease.

Thank you.

-Michael Boudah

From: Alissa Anderson
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.com; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Comment on Long Island Bridge
Date: Friday, August 24, 2018 3:18:16 PM

Hi,

As a South End resident, daily I witness the effects of having a lack of beds and drug treatment facilities inside and outside of the city. Living on West Springfield Street, our street is overrun with people with no where to go and are often under the influence of drugs. I also frequently run into young adults begging for train money after leaving detox, trying to get home or back outside of the city. It's clear that many travel into Boston for treatment, with the South End/Dorchester bearing the brunt of the opioid crisis in Massachusetts. I also worry about the those who leave detox with no where to go or can't beg for enough train money to leave. With the prevalence of so many drugs in the area, I'm not sure how those fighting addiction stay away from it. By rebuilding the Long Island Bridge, Massachusetts also has the opportunity to open a long term recovery center to better treat its Boston residents and the influx of those coming from outside towns and cities. It's not a matter of moving the problem elsewhere, it's a matter of rebuilding and using existing infrastructure to handle the growing opioid crisis and create long term care for those exiting detox.

Thank you,
Alissa Anderson

--

Alissa J. Anderson
Phone: (508) 404-3124
Email: alissajanderson@gmail.com

From: Bill Sprague
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project, EEA #15308
Date: Friday, August 24, 2018 7:05:20 AM

Ms. Patel

I am pleased to submit comments re: The Long Island Bridge Replacement Project EEA #15308.

Bay Cove Human Services' Andrew House Detox Program operated on Long Island for 26 years prior to the closing of the Bridge in October of 2014. If the City of Boston creates a Public Health Recovery Campus on Long Island that is accessible via a rebuilt Bridge, Bay Cove would welcome the opportunity to resume delivering services on the Island.

In the years that we operated on the Island, Bay Cove helped many thousands of people begin their recovery from drug and/or alcohol addiction. The secluded location on the island provided a focused, safe and peaceful environment for the men and women we served to begin their recovery process.

In 2014, when the bridge was closed due to safety concerns, we considered the feasibility of continuing to provide services on the Island with access to be provided via regularly scheduled ferry service. After careful consideration, we concluded that ferry access to the Island could not meet the needs of our program for a number of reasons.

Our program delivers services to medically vulnerable people. While ambulance response or medical evacuation is not called for regularly, it is utilized and when necessary the response time required could not safely be achieved if waiting for the next ferry was necessary.

Our program must serve people who require the use of wheelchairs. The existing docking facilities were not wheelchair accessible so new docking facilities would be required on both the Island and the mainland.

Our program operated 24 hours per day, 365 days per year and utilized 80-90 staff in any given week generally working 8 hour shifts. Patients coming to the program are ill and need to be able to easily access our facility. It is not reasonable or effective for people seeking treatment to wait for some length of time (at the terminal) for the next ferry. Many would give up and not seek treatment at that time. People with an addiction who cannot access treatment will resume drinking or using drugs and there is no telling when they will next be ready to go into treatment. We would need round the clock ferry service and could not operate safely if we were vulnerable to weather shutdowns.

The nature of our Detox program and our services for 60+ patients each day requires significant movement of equipment (periodically heavy equipment such as appliances) and supplies that necessitate delivery by truck.

For these reasons and others, it was determined that ferry service was not a safe and viable way for us to operate services on the island. All of these issues remain today. Lack

of immediate access to the Island would prevent us from delivering the lifesaving services that Andrew House provides.

Thank you for allowing me to comment. Please contact me with any questions or for additional information.

Bill Sprague

President / CEO

Bay Cove Human Services

66 Canal Street

Boston, MA 02114

617-371-3003

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From: Marcus Matic
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project, EE # 15308
Date: Friday, August 24, 2018 8:51:20 AM

Dear Ms Patel,

I am writing in support of the Long Island Bridge replacement project. I live on Massachusetts Avenue near Harrison Street, and see every day the need for comprehensive, accessible, and safe services for people living with substance use disorder and/or in early recovery. This project is vital to addressing the crisis in our city.

For the last four years, I've seen increases in the number of people living with substance abuse on Mass Ave — and a favorite — on Trask Street in the alley. We've gone through great lengths to mitigate (including gates, security cameras, signs, regular needle drug paraphernalia clean up) the challenges of increased volume of drug users around our building but it won't make a dent until the bridge is reopened.

Please do what you can.

Regards,

Marcus Matic
691 Mass Ave
Boston, MA 02118

Sent from my iPhone

From: Priya Shah
To: [Patel, Purvi \(EEA\)](#); chris.osgood@boston.gov; timothy.p.sullivan@boston.gov; marty.martinez@boston.gov; jtracey@bphc.org
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Friday, August 24, 2018 11:47:20 AM

Dear Ms. Patel,

I am writing in support of the Bridge Superstructure project. Boston has carefully evaluated the environmental impact and I believe they have chosen the path with the least long term environmental impact.

Further, the bridge enables many of societies most vulnerable to access much needed service.

I urge you to approve the bridge.

Regards,

Priya Shah

Needham, MA

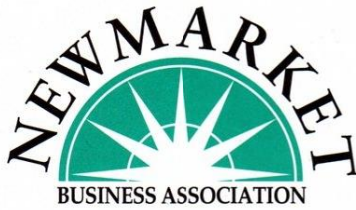
Priya Chitre Shah
www.utopia46.com
617-953-0044
priyachitreshah@gmail.com
priya@utopia46.com

From: Russell Harris
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Friday, August 24, 2018 2:21:23 PM

Ms. Patel,

I am a Boston resident and homeowner. I am very much in favor of the Long Island Bridge Superstructure Replacement Project. Our city and state is devastated by the opioid epidemic and the use of that facility is paramount. We need to replace the bridge to help these people. Furthermore, I struggle to see how those who need treatment can be sufficiently treated in the "methadone mile" area, as the area is blighted by drug use and crime.

Thank you for your consideration,
Russell



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Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

August 23, 2018

Dear Secretary,

I write you today, as the Executive Director of the Newmarket Business Association, representing over 200 business owners and 20,000 employees working in the Newmarket District of Boston.

Newmarket is truly the face of a crisis out of control. There are dozens of people standing on our street corners trading pills, shooting up heroin, and panhandling passersby. There are drug dealers populating our restaurants and street corners and on any given day, there are tremendously impaired individuals, falling into the street or swaying into traffic. **MANY OF THESE INDIVIDUALS HAVE SOUGHT LONG TERM RECOVERY...SADLY THERE IS A SEVERE SHORTAGE OF LONG-TERM TREATMENT BEDS IN THE COMMONWEALTH. THIS HAS TO CHANGE!**

Our goal is the growth of recovery treatment services in Boston and the Commonwealth of Massachusetts commensurate with the magnitude of the current opioid crisis and to create a recovery atmosphere of dignity and respect for those suffering from addiction that focuses not only on recovery but also on long term stability.

Our current quantity and breadth of addiction services is not enough to handle the crisis of addiction that we are faced with in the Commonwealth. We need to create a more holistic approach surrounding the treatment of the addicted by providing a safe environment in which they can manage their health, work to overcome addiction, and manage any mental illness.

Boston Mayor Martin Walsh has proposed, and the 200+ business owners who are members of the Newmarket Business Association support, a state-of-the-art comprehensive treatment facility on Long Island in Boston Harbor.

After a thorough examination of potential sites, we are completely convinced that this facility should be developed on Long Island, where there is currently significant infrastructure and buildings in place, available land for expansion, and the clearest pathway for the addicted to thrive in treatment without outside distractions and temptations.

The question becomes, how do we transport individuals to the island? The ONLY logical answer is by rebuilding the bridge from Squantum (Quincy) MA to Long Island. While a costly venture, it is LOGICALLY the best choice by far.

Quincy city officials would like us to believe that running ferries over to Long Island is the answer instead of rebuilding the bridge. This is truly an example of the "Not In My Backyard" mentality that has led to the warehousing of the addicted in certain areas that we deal with today.

The Newmarket District is ground zero for the opioid epidemic in Boston today. It did not become that way overnight. It did, however, become that way because communities, like Quincy, refused to do their part to combat the issue, have treated it as a stigma and pushed their addicted to Boston.

Utilizing ferries as the sole means of accessing Long Island just makes no LOGICAL sense.

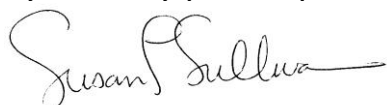
1. The success of treatment programs is contingent on the ability to get those who are ready to recover to a facility as seamlessly and quickly as possible. The idea of transporting them first to a bus for the ride to the ferry terminal and then onto a ferry for another trip to the Island, (particularly when they are in various states of mind) is like a doctor telling someone addicted to cigarettes to go home and throw them out but it's okay to run some errands for a couple hours first. The chance of changing your mind or getting persuaded not to give them up becomes that much greater with each stop.
2. The City of Boston has determined that developing, operating, and maintaining suitable facilities to support sole access ferry service to the public health recovery campus on Long Island would not only be detrimental to the overall operational success of the facility but that it would also come at a MUCH HIGHER COST in the long-term analysis than the cost of rebuilding the bridge.
 - a. On a life cycle basis, ferry service was determined by Boston to be significantly more expensive than bridge superstructure replacement when capital cost of vessels; other equipment; siting, development and operation of ferry ports; around the clock ferry staffing; and maintenance are considered during the expected 75-year lifetime of the restored Bridge.
3. Use of the ferries would have significant environmental impacts that far outweigh any impacts brought about by rebuilding the Long Island bridge.
 - a. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations.
 - b. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access and utility services.
 - c. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.
 - d. Boston has designed an approach to replacing the Long Island Bridge superstructure that uses barges to float bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts.
4. In addition to the above reasons that solely utilizing ferries for transportation to/from the Long Island facility, weather or other considerations would from time to time prevent navigation and therefore patients and staff would occasionally be unable to get to a hospital on the mainland during a health emergency. Delivery of needed supplies or transport of patients to or from the public health recovery campus could also be interrupted during extended bad weather events such as hurricanes, blizzards, or extreme cold.

IN OUR VIEW, IT IS IMPERATIVE THAT THE BRIDGE TO LONG ISLAND BE REBUILT AS SOON AS POSSIBLE.

We need to stem the tide of this addiction crisis in Massachusetts and the rebuilding of this bridge is a CRITICAL first step!

Addiction in the Commonwealth today, affects EVERYONE. We have seen the exponential increase in addiction and addiction related deaths over the past few years. We need to reverse this process. REBUILDING THE BRIDGE is not the solution to stopping addiction from happening, however, it is the conduit by which we can insure that those who are addicted have the best chance at recovery.

If you have any questions, please contact me at 617-233-7565.



Susan L. Sullivan
Executive Director

From: Barbara Waterhouse
To: [Patel, Purvi \(EEA\)](#)
Cc: chris.osgood@boston.gov; jtracey@bphc.org; marty.martinez@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA # 15308
Date: Wednesday, August 29, 2018 1:23:26 PM
Attachments: [image003.jpg](#)
[image005.jpg](#)
[image006.png](#)
[image007.png](#)
[image001.jpg](#)

August 29, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

My name is Barbara Waterhouse and I am the Founder and Executive Director of Circle of Hope, Inc. I am writing in support of the urgent need for construction of the Long Island Bridge.

Circle of Hope provided clothing and essential items to promote health and protect the dignity of people seeking treatment and services on Long Island campus for 10 years before the emergency bridge closure and continues to serve these needs in partner clinics and programs throughout Boston. The public health recovery campus on Long Island is vital to the survival of the most vulnerable members of our communities. Since the bridge closure, there has been a dramatic increase in opioid addiction. Safe, reliable access to desperately needed services is a humanitarian imperative.

Bridge access to public health recovery services assures that all essential vehicles are able to reach treatment facility operations 24 hours per day, all year, in all weather conditions. Patient emergency transportation via bridge to mainland hospitals will save time and lives. A bridge also eliminates the risk of bad weather and harbor conditions preventing supplies from reaching the public health recovery campus.

Bridge construction has been designed to minimize potential

environmental impact and cost by using existing bridge piers and abutments and decrease potential impact to the surrounding communities by floating bridge spans into place. Bridge construction eliminates the negative effects to the environment of a ferry service alternative, including disruption of soil sediments and fish habitats, air pollution, and greenhouse gas emissions. It will cost significantly less to construct the bridge than all associated ferry service costs, such as building docking facilities, ferry purchase and maintenance, and port staffing costs.

As a public health professional, non-profit leader, and concerned citizen of the Commonwealth, I strongly support the construction of the Long Island Bridge. I believe safe, reliable, year-round access to the public health recovery campus on Long Island is vital to the survival of our most fragile citizens.

With sincere gratitude,



Barbara B. Waterhouse

Executive Director

bw@circleofhopeonline.org

From: Jack Connors
To: [Patel, Purvi \(EEA\)](#)
Cc: Chris.osgood@boston.gov; jtracey@bphc.org; Marty.martinez@boston.gov; David.sweeney@boston.gov
Subject: Long Island Bridge Superstructure Replacement Project, EEA #15308
Date: Thursday, September 06, 2018 10:25:19 AM

Dear Ms. Patel:

I am writing to express my support and encouragement of the proposal to replace the Long Island Bridge.

I believe that the Long Island recovery campus proposed by Mayor Walsh is vitally important and that access to the island by bridge is the only sensible means of transport. As Chairman of the Board of Camp Harbor View, I am quite familiar with the challenges of accessing the island by ferry alone, as we have had been forced to use ferry service to transport our campers, staff and supplies to and from camp during the summer months for the last three years. Not only is ferry service alone an expensive mode of transportation, it is also logistically complicated, requiring special docking facilities, use of barges to transport equipment and supplies and interruptions due to weather concerns.

I understand that the plans for replacement include using barges to float bridge spans into place on the existing bridge piers and abutments, which will decrease the impact on the community and the environment.

The recovery community deserves a secluded and safe campus such as would be provided by Long Island. We welcome the idea of sharing the island with the proposed campus and we urge you to approve the plan to rebuild the Long Island Bridge, for their sake and for the sake of the 990 underserved children and youth we host every summer.

Thank you for your attention.

Jack Connors, Jr.
Chairman, Camp Harbor View

From: Mary Michael Leahy
To: [Patel, Patvi \(EA\)](mailto:Patel_Patvi@EA)
Cc: chris.egood@boston.gov; jtracey@bahc.org; marty.marlines@boston.gov; timothy.p.sullivan@boston.gov
Subject: Long Island Bridge Superstructure Replacement Proj. EEA# 15308
Date: Friday, September 07, 2018 11:18:23 AM

To Ms. Patel and Board,

We are members of The Boston Advisory Council on Ending Homelessness (BACHome), a citywide council of people who have experienced homelessness in this city. Since the summer of 2017 when we were established, we have been meeting bi-weekly in City Hall to advise and consult with members of Mayor Walsh's team and other stakeholders on ending homelessness. We wish to inform you now of the depth of our support for our city's efforts to rebuild the Long Island Bridge, and to reestablish and expand the recovery community there.

Although we know that some of our regional neighbors are suspicious about the Long Island project, we know from experience that this facility (and access to it) is a critical, necessary and important building block to the stabilization of our city and neighboring communities. The scourge of the opioid epidemic is only increasing. If enhanced services are not created to service the needs of this affected community, and also their neighbors, family and friends, we fear for the future health of our city.

We at BACHome have all lived through chronic homelessness and we want to help others find their way through. As a citywide council we have long been committed to working with all people who seek to end chronic and veterans' homelessness and we pledge now also to do whatever we can to help get the bridge to Long Island rebuilt. A restored and improved recovery campus on Long Island is urgently needed. For this reason we ask that the bridge be rebuilt without delay.

In hope and with thanks,

John Ahern
Jason Brown
Al Kelly
Mary Michael Leahy
Frank Mangini
Cristina Rathbone
Mark St. John

[Skip to content](#)
[Using Gmail with screen readers](#)



Search

Compose

Labels

- Inbox
- 4
- Starred
- Snoozed
- Important
- Sent
- Drafts
- 73
- Categories
- Social
- Highlights
- Updates
- 44
- Forums
- 1
- Promotions
- 5
- [imap]/Drafts
- 34 puritan street
- 66 waban hill road chestnut hill
- 1
- 66 waban hill road contractors
- 85 STATE ROAD
- 269 Marshall move
- ABISHAI
- academic reports
- AFTDJ
- alpha omega
- andy otto lay liturgy commission
- Annabel - psych
- MARABEL AWARDS
- ANABEL/CCD Study group
- Apple
- ARbour
- Auto Accident 10/29/16

Conversations

baseament technologies			
BB&N			
2	Long Island Bridge Superstructure Replacement Proj. EEA#15308		10:49
Draft	To Ms. Patel and Board, We are members of The Boston Advisory Council on Ending Homelessness		AM
BB&N college counseling	(BACHome), a citywide council of people who have experienced homele		
BB&N Athletics 2015			
BBN/sailing			
1	Inbox		
chemistry	Digital Signatures		
college counseling	- On Thu, Sep 6, 2018 at 3:42 PM Lexi Smith <lexi.smith@boston.gov> wrote: Just realized my last email	•	
Lexi Smith Draft 5	attachment was in Mac Pages not Microsoft Word. I attached	•	
Strodel	Attachments	•	
tutors	BACHHomeLongIslandBridgeLetterWithSignatures.docx		
BBN/Spain Trip	BACHHomeLongIslandBridgeLetterWithSignatures.pages		
bc/mdiv	BACHHome ltr in support of bridge to city:state?.docx		
BC liturgy	9/7/18 event @6:30 pm		
BC Women's Group	- Hello, I know I am just under the wire for ordering, but can you provide the following for tomorrow evening		Sep 6
billmelater	event at 66 Waban Hill Road, Chestnut Hill? Caprese		
Black Seeds	9/7/18 event @6:30 pm		
Draft	- Hello, I know I am just under the wire for ordering, but can you provide the following for tomorrow evening		Sep 6
blessed sacrament	event at 66 Waban Hill Road, Chestnut Hill? Caprese		
Bonhoeffer	9/7/18 event @6:30 pm		
BTI	- Hello, I know I am just under the wire for ordering, but can you provide the following for tomorrow evening		Sep 6
Draft	event at 66 Waban Hill Road, Chestnut Hill? Caprese		
camden service trip	9/7/18 event @6:30 pm		
Camp Cody	- Hello, I know I am just under the wire for ordering, but can you provide the following for tomorrow evening		Sep 6
c.draft	event at 66 Waban Hill R		
1	9/7/18 event @6:30 pm		
chloe	- Hello, I know I am just under the wire for ordering, but can you provide the following for		Sep 6
Draft	(no subject)		
christian	- Sent from my iPhone		
cityteam	Attachment		Jul 27
Draft	20180727123042617.pdf		
chate change	85 STATE ROAD		
Crate Escape TOO	Fwd: 85 State Road, Vineyard Haven - P&S		
5	- ----- Forwarded message ----- From: Ana Paiva <ana.wallacemv.com> Date: Fri, Jul 27, 2018 at 12:31		
creative dance studio 201	PM Subject: Re: 85 State Road, Vineyard Haven - P&S		
1	Attachments		
Dad memories	20180727123042617.pdf		Jul 27
DBMS	85 State Road, Vineyard Haven - P&S check .pdf		
Dad Manley Draft 4	Manley Kiley & Mary Leahy.pdf		
doodle	+2		
down under yoga	(no subject)		Jul 12
drexel	(no subject)		
Ecclesial Ministry	(no subject)		
electrician	(no subject)		Jul 12
Draft	(no subject)		
ethicsstuff	(no subject)		
Ethics and Globalization	(no subject)		
Draft	(no subject)		
faith sharing groups 2014	(no subject)		Jun 28
FOCUS	Annabel Kiley		
friends	- Hello ECP staff, Annabel Kiley will be checking out of the residence hall on Friday, June 29th for a flight back to		Jun 28
Draft	Boston. I have left a voice mail on Danny's		
Fundamental Moral Theology	(no subject)		
fundamental theology	(no subject)		Jun 27
Draft	(no subject)		
Godholder	(no subject)		Jun 27
Grace	(no subject)		
gratification	(no subject)		Jun 4
great themes of the bible	(no subject)		
gratitude	(no subject)		May 24
Draft	(no subject)		
guides/TheChurch	(no subject)		May 4
Harbor Medical patient port	(no subject)		
Draft	(no subject)		May 2
HARLEY	(no subject)		
HDS_Bonhoeffer	(no subject)		May 2
Draft	(no subject)		
history of western xtianity	(no subject)		
Homeless Advisory Board	(no subject)		Feb 13
Draft	Homeless Advisory Board		
house church	Please share with BACHome		
houzz	- Sounds good. See you then.		
Intro to Liturgy	Attachment		Feb 13
Intro to new testament	BACHome @ 2018 Census.jpg		
Intro to Social Ethics			

IRENE AND CAPE HOUSE	(no subject)		
1 Draft		Feb 5	
ITALY			
1 Draft	(no subject)	Jan 13	
Kiawah			
1 Draft	(no subject)	Jan 13	
Krisjan kroen - padre pio	(no subject)		
1 Draft		Jan 13	
LA 2015 TRIP			
1 Draft	(no subject)	12/14/17	
Lara tutoring	(no subject)		
1 Draft		12/14/17	
Lavinia mammogram	(no subject)		
1 Draft		12/14/17	
LITTLE SISTERS OF THE			
1 Draft	(no subject)	12/9/17	
POOR	(no subject)		
3 Draft		12/3/17	
LPH	(no subject)		
1 Draft		12/3/17	
MANNNA	(no subject)		
1 Draft		12/3/17	
Matthew Cannistraro	(no subject)		
1 Draft		11/26/17	
BC mentoring	(no subject)		
1 Draft		11/18/17	
Medical stuff	(no subject)		
1 Draft		10/14/17	
Michael			
1 Draft	Fwd: Water Pipe work		
MOM	- Forwarded message ----- From: Scott Rutan <scotrutan@scotrutan.com> Date: Fri, Oct 6, 2017 at	10/9/17	
MOUNTAIN worship	2:51 PM Subject: Water Pipe work To: Cc: Laurenc		
Mount Auburn Cub	Re: hello		
MV rental	- Hi Marcia, Looking forward to seeing you tomorrow. I cannot wait to be back at the STM. I haven't responded	9/26/17	
Nissan	about such dates yet, as I have had a lot going on.		
1 Draft	(no subject)		
Notes			
1 Draft	Attachment	9/25/17	
padre bio	IMG_1753.jpg		
1 Draft	(no subject)	9/5/17	
PALMER	- A		
paleford help			
1 Draft	Homeless Advisory Board		
patient gateway	City of Boston Homeless Advisory Council		
Paul	Compose: Long Island Bridge Superstructure Replacement		
PHOTOS	- On Thu, Aug 10, 2017 at 8:19 AM, cristina rathbone <cristinarathbone@hotmail.com> wrote: her	8/10/17	
Poetry	from the interested person... any chance you might be		
Prayer Leadership	Attachment		
prayer power	Boston Advisory Council.docx		
prayer witness	(no subject)		
receipts			
1 Draft		7/19/17	
recipes	(no subject)		
1 Draft		7/5/17	
refrigerator	(no subject)		
reworks			
remkowicz wedding	(no subject)		
2 Draft		5/16/17	
restoration hardware	(no subject)		
1 Draft			
RISD	(no subject)		
1 Draft		5/16/17	
Ryan and Stephanie wedding	(no subject)		
1 Draft		5/16/17	
Safety Insurance Auto Accident	(no subject)		
5 Draft		5/16/17	
SAIC - SUMMER	Graduation Party		
Santitas	- http://evite.me/nPhuS5k49		
1 Confirmation	(no subject)		
Satanus Peace, Justice and	(no subject)		
Reconciliation Commission	(no subject)		
1 Draft		5/13/17	
Roman Catholic climate covenant	(no subject)		
Sent Messages	(no subject)		
1 Draft		5/13/17	
shawn	(no subject)		
Simone - OT	(no subject)		
South Shore conservatory	(no subject)		
1 Draft		5/13/17	
spiritual direction	(no subject)		
steamship	(no subject)		
SHW degree requirements	(no subject)		
1 Draft		5/13/17	
synagogue	(no subject)		
thesis exams			
1 Draft	15 GB used		
The City of Boston			
Tide Beach Club			
Valente - Christopher	Program Policies		
Vernonville	activity: 5 minutes ago		
voice lessons			
voice of the faithful			
1 Draft			
Waddle and dog project			
1 Draft			
wales			
1 Draft			
warby parker			
2 Draft			
weber			
Wedding			
weight watchers			
1 Draft			
Weston Retreat			
Winter 2015 house issues			
wizard of oz			
WOW			
1 Draft			
Xfit			
1 Draft			
xmas 2015 receipts			
1 Draft			
xpedia			
yellowtail gutters			
More			

Compose:
Long Island Bridge Superstructure Replacement
Proj. EEA#15308 8/10/17

purvi.patel@mass.gov, chris.osgood@boston.gov 4 more (1 Bcc)
7/19/17
7/5/17
To Ms. Patel and Board,
5/16/17

We are members of The Boston Advisory Council on Ending Homelessness (BACHome), a citywide council of people who have experienced homelessness in this city. Since the summer of 2017 when we were established, we have been meeting bi-weekly in City Hall to advise and consult with members of Mayor Walsh's team and other city leaders on ending homelessness. We wish to inform you now of the depth of our support for our city's efforts to rebuild the Long Island Bridge, and to reestablish and expand the recovery community there.

Although we know that some of our regional neighbors are suspicious about the Long Island project, we know from experience that this project (and access to it) is a critical, necessary and important building block to the stabilization of our city and neighboring communities. The scourge of the opioid epidemic is only increasing. If enhanced services are not created to service the needs of this affected community, and also their neighbors and friends, we fear for the future health of our city.

We at BACHome have all lived through chronic homelessness and we want to help others find their way through. As a citywide coalition we have been committed to working with all people who seek to end chronic and veterans' homelessness and we pledge now also to do whatever we can to help get the bridge to Long Island rebuilt. A restored and improved recovery campus on Long Island is urgently needed. For this reason we call that the bridge be rebuilt without delay.

In hope and with thanks,
5/13/17
5/13/17
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5/13/17
5/13/17

Send 5/13/17 Saved

Page 1 of 1

BACHome – Boston Advisory Council on Ending Homelessness

September 3,
2018
To FILL

IN

We are members of The Boston Advisory Council on Ending Homelessness (BACHome), a citywide council of people who have experienced homelessness in this city. Since the summer of 2017 when we were established, we have been meeting bi-weekly in City Hall to advise and consult with members of Mayor Walsh's team and other stakeholders on ending homelessness.

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In hope and with thanks,

Cristina Rathbone Allen Kelly Frank Mangini

Mary Michael Leahy Jason T. Brown Mark St. John John Ahern

BACHomeLongIslandBridge.LetterWithSignatures.docx



WWW.PINESTREETINN.ORG

444 Harrison Avenue

Boston, MA 02118

617.892.9100

September 7, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Pruvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 2114

To Whom It May Concern,

I am writing today regarding the Long Island Bridge Superstructure Replacement Project, EEA#15308. As you know, Boston Mayor Martin Walsh is proposing a public health recovery campus on Long Island that necessitates this bridge. I would like to address the tremendous need for increased, accessible services for those in desperate need.

At Pine Street Inn, we see over 1,600 homeless and formerly homeless men and women each day. Fifty percent of people who are new to homelessness in Boston come from outside of the city. Many struggle with addiction and languish in homeless shelters because of the lack of availability of treatment beds. The opioid epidemic in particular has presented our shelter operations with challenges we are ill equipped to face. We do our best to stabilize those with addictions but long term care is what is needed. Our shelter beds remain full because recovery beds are absent.

Before the bridge came down, we operated a 200-bed program for homeless men out on Long Island. Within that structure, fifty men who suffered from addictions were enrolled in a recovery program there. The island was an ideal location for recovery programming as it is free from distractions and temptations. Having a continuum of recovery services in one location from detox to long term treatment in a safe recovery community like this one would be ideal.

Addiction is a medical condition that requires ready access to emergency services and hospitals around the clock. To support operations, around the clock access of all types of vehicles in hazardous weather is necessary. Our experience tells us that access via a bridge is essential.

The existence of a recovery campus on Long Island presents a tremendous, needed treatment opportunity for those that are suffering from addiction. We ask that you look favorably upon this request to rebuild the Long Island bridge.

Sincerely,

Lyndia Downie
President and Executive Director



Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Long Island Bridge Superstructure Replacement Project, EEA #15308

September 6, 2018

Dear Ms. Patel,

Fenway Civic Association is the Fenway's oldest all-volunteer neighborhood organization that accepts no public or developer funds. Founded in 1961, our mission is to promote a safe and vital neighborhood that serves the interest of its residents.

Our organization has been engaged in efforts to address the serious and growing threat to safety and human life resulting from the opioid epidemic in our community and beyond. Our board and members actively serve in the Fenway to improve outreach and safety, most recently co-hosting a public meeting convening the Boston Parks Department, Boston Park Rangers, Boston Police Department, Office of Recovery Services, Department of Neighborhood Development Homeless Services, and the Boston Public Health Commission to help residents understand how to help identify ways to keep themselves and others safe in ever-increasing encounters with crime and needles in the Back Bay Fens. We volunteer on local safety groups and in August, joined a neighborhood 'communicate-connect' group formed to help address these same issues.

The unfortunate closure of the Long Island Bridge happened when opioid use was increasing, and the numbers of individuals needing critical services were growing. The result has been evident across every city neighborhood. Worse, the individuals who require support have been left to languish, subsisting in desperate conditions in the Back Bay Fens and elsewhere, even in the middle of winter.

While we understand the siting of treatment facilities and transportation impacts are of concern to Quincy residents, we believe the current need is a crisis that cannot be overstated, and that expeditious delivery and reasonable prioritization for sustainable operations must prevail. People are suffering, and need services, facilities, and transport, immediately. The investment in ferry services and new docking facilities would be a detriment to the success and sustainability of these resources and elicit long term negative impacts when compared to the rebuilding of the bridge.

We ask your agency to weigh in favor of the rebuilding of Long Island Bridge, on behalf of the many awaiting care, and those of us who request outreach to them.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Horn", written over a horizontal line.

Tim Horn, President
Fenway Civic Association

From: rhaas8138@aol.com
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: ssullivan@granitenet.com
Subject: REBUILD THE LONG ISLAND BRIDGE
Date: Saturday, September 08, 2018 1:21:39 PM

September 6, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Secretary,

I am writing as the president of two neighborhood organizations in Dorchester: the **Upham's Corner Westside Neighborhood Association**, composed of resident families, and the **Upham's Corner Main Street**, a collaboration of business owners, residents, and local non-profit agencies. Our area abuts Boston's Newmarket Business District where some 200 businesses offer blue-collar employment to residents from our neighborhood.

I am well aware of the crisis in the Newmarket district, brought about by the relocation of services for homeless people caught in the vicious circle of substance abuse. I drive through the intersection of Massachusetts Avenue and Melnea Cass Blvd. almost every day, on the way to medical appointments and cultural activities, and I see the suffering of hundreds of people standing on street corners, falling into the street, and wandering aimlessly among moving vehicles. The arrangement of shelters there, in close proximity to methadone clinics and the Boston Public Health Commission's service sites is clearly not working, if we are to expect people who want to recover to succeed. Drug dealers are as much a part of this scenario as are the service providers.

THE NEIGHBORHOODS OF UPHAM'S CORNER, 1.5 MILES AWAY FROM THE CENTER OF THIS CRISIS, ARE ALSO AFFLICTED BY THE PRESENCE OF HOMELESS INDIVIDUALS UNABLE TO RECEIVE THE SERVICES THEY NEED. THEY ARE NOT FROM OUR LOCAL POPULATION. THEY HAVE SPREAD OUT FROM NEWMARKET AND HAVE ESTABLISHED A PATTERN OF HANGING OUT IN STORES, SHOPLIFTING, AND HARASSING CUSTOMERS. And drug dealers have become very much a part of the fabric of this street subculture.

If it were only for the sake of the stores and their customers that we need relief from the pressure this puts on our local economy, it would be one thing. But our neighborhood has absorbed, quite a while before this crisis, more than its share of group homes and residential

treatment programs, for mentally handicapped, adolescents transitioning to independent adulthood, and recovering substance abusers. These are programs intended to operate in a quiet residential context, not to be clustered together on a few streets. But the reality in our neighborhood is that 5 such facilities are located in close proximity on a one-block street. And the residents of those programs are continually exposed to the adjacent Newmarket-displaced sub-culture on Dudley Street, with its embedded drug dealers.

One of the facilities in the cluster of group homes on Virginia Street is operated by The Victory Program. We have had a close relationship with staff there over the years and have great respect for their methodology. On the other hand, staff there told us, when the bridge to Long Island was closed, that they had lost their intake facility, which had given them a quiet, distraction-free opportunity to reach good candidates for their neighborhood-based programs. Subsequently we have observed that the Victory Program's houses have had to become far more crowded than before, which has impact on the quality of what they can offer their residents. And aggressive drug dealers hover close by.

We want all the programs that offer a recovery pathway to work, to increase the number of individuals who seek to succeed. And one step towards that goal, a very important one, is to rebuild the bridge to Long Island, so that the facilities already there can be used.

FOR THE SAKE OF ALL THE VICTIMS OF THE OPIOID ABUSE CRISIS, FOR THEIR HEALING, AND FOR THE SAKE OF ALL THOSE INDIRECTLY IMPACTED BY THE PRESENCE OF HOMELESS DRUG USERS ON OUR DORCHESTER AND ROXBURY STREETS AND IN OUR ALLEYS, WE ASK THAT THE BRIDGE TO LONG ISLAND BE REBUILT AND THAT THE FACILITIES THERE BE ACTIVATED TO THEIR FULL CAPACITY TO WORK TOWARDS SOLVING THIS CRISIS.

<!--[if !vml]--><!--[endif]-->Sincerely,

Robert H. Haas, President
Upham's Corner Westside Neighborhood Association
29 Monadnock Street
Dorchester, MA 02125



David W. Manzo
23 Warren Avenue
Boston, MA 02116

September 9, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel:

I believe my 40-years of experience volunteering with organizations that work with individuals experiencing homelessness or suffering from addiction, gives me a unique view of the importance of the Long Island Bridge Superstructure Replacement Project.

A bit about my background: I have been a resident of Boston since 1977. I have served as a Board Member for Victory Programs; as the past Board Chair and current Life Trustee for Pine Street Inn; and past Board Chair and current Board Member of Haley House.

As you know, Victory Programs is a Boston-based nonprofit organization dedicated to helping individuals and families who are homeless and may have substance use disorders. Pine Street Inn is New England's leading provider of housing, shelter, street outreach and job training to homeless men and women. Haley House is dedicated to helping those made vulnerable by the harshest effects of inequality move toward wholeness and economic independence.

I have seen first-hand each organization's commitment to quality services for some of the most vulnerable members of our community and the value of services on Long Island in Boston Harbor.

The public health recovery campus on Long Island is a vital (and currently unavailable) resource that Boston needs to provide an effective response to the growing opioid epidemic.

Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction.

Boston has designed an approach to replacing the Long Island Bridge superstructure that uses barges to float bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts.

Once the project is complete, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations; around the clock; all year long; and in any weather. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards.

Developing, operating, and maintaining suitable facilities to support sole access ferry service to the public health recovery campus on Long Island was considered and rejected by Boston since such an approach was assessed to be operationally inadequate, would have significant environmental impacts, and would have a high cost.

- a. **Environmental Impacts:** It was determined by Boston that sole access ferry service would have a greater environmental impact than replacing the bridge superstructure. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access and utility services. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.
- b. **Operational Inadequacy:** Boston also determined that sole access ferry service would not meet minimum operational requirements for the public health recovery campus on Long Island, since weather or other considerations would from time to time prevent navigation and therefore patients and staff would occasionally be unable to get to a hospital on the mainland during a health emergency. Delivery of needed supplies or transport of patients to or from the public health recovery campus could also be interrupted during extended bad weather events such as hurricanes, blizzards, or extreme cold.
- c. **High Cost:** On a life cycle basis, ferry service was determined by Boston to be significantly more expensive than bridge superstructure replacement when capital cost of vessels; other equipment; siting, development and operation of ferry ports; around the clock ferry staffing; and maintenance are considered during the expected 75-year lifetime of the restored Long Island Bridge.

Thank you for your careful review of this important issue. Your approval for the Long Island Bridge Superstructure Replacement Project is not only an important environmental issue, it is also a public health issue. I respectfully ask you to approve the Long Island Bridge Superstructure Replacement Project.

Sincerely,



David W. Manzo

From: Bill Lim
To: [Patel, Purvi \(EEA\)](#)
Cc: [Bill Lim](#)
Subject: Long Island Bridge Superstructure Replacement Project, EEA #15308
Date: Monday, September 10, 2018 10:47:05 PM
Attachments: [IMG_4336.JPG](#)
[IMG_4335.JPG](#)
[IMG_4334.JPG](#)

Secretary of Energy and Environmental Affairs

September 10, 2018

Executive Office of Energy and Environmental Affairs

ATTN: MEPA Office

Ms. Purvi Patel, EEA#15308

100 Cambridge Street, Suite 900

Boston, MA 02114

Dear Secretary,

Several years ago the City of Boston deemed the Long Island Bridge to be unsafe and demolished it, and as a result the City moved thousands of addicts and homeless people into our neighborhood. I have operated a gas station here in Roxbury for twenty-three years and have never experienced such a depressed and unsafe environment. Addicts trespass on my business property daily and steal tens of thousands of dollars worth of product every month. They urinate and defecate all over the property. There is an unbearable amount of trash and dirty needles everywhere. They rob and steal from my customers and us. They commit crimes in the neighborhood such as assault, robbery, rape, prostitution, illegal drug activities and even murder. I was told by the Police Department that hardcore criminals are moving in because of these illegal activities such as drugs and prostitution, etc. I have attached a few photos to give you an idea of the magnitude of the problem. I am struggling to see how I can continue to conduct business in this environment.

The City has tried to solve these problems by spending millions of dollars on various programs, as well as in the Police Department. However, there are no solutions as long as the addicts are in the neighborhood and have access to illegal drugs. The only solution is to remove all the addicts from the environment and away from drug dealers. It seems that the City finally understands how to solve these problems by

rebuilding the bridge. By doing so, the City can provide the right care to the addicts, either short or long term care, and can also prevent a lot of relapses. Building the bridge would be beneficial for both addicts, by providing them with the right care, and the community by reducing crime.

Building the bridge would be more beneficial than using a ferry. The bridge is more cost effective over the long run. The bridge is also environmentally sound as ferries using diesel engines always experience leaking oil into the Bay. The bridge also has the advantage of flexibility of travel as it allows transport of patients and physicians at any time and is the quickest way.

I understand that the City of Quincy is opposed to Boston building the bridge citing traffic conditions. Not to minimize their objection, but I feel our neighborhood experiences much more severe conditions as stated above. I implore you to decide in favor of building the bridge so we can have our neighborhood back.

Sincerely,

Bill Lim

Owner, Mass Ave Sunoco



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From: Brian Franklin
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge
Date: Monday, September 10, 2018 3:05:55 PM

Hello Ms Patel,

My name is Brian Franklin, I am a resident of Squantum. I am against the building of a new bridge to Long Island, and against the environmental effects it will have in my community

Thank You
Brian Franklin

[Sent from Yahoo Mail for iPhone](#)



NEW ENGLAND CENTER
AND HOME FOR VETERANS
EDUCATION | SUPPORT | EMPLOYMENT | HOUSING

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SEP 10 2018

MEPA

September 9, 2018

Massachusetts Department of Environmental Protection
Massachusetts Environmental Policy Act Office (MEPA)
100 Cambridge Street, Suite 900
Boston, MA 02114

Subject: Letter of Support for the Long Island Bridge Superstructure Replacement Project, Number: *15308*

To the MEPA Office,

The New England Center and Home for Veterans (NECHV) is a not-for-profit institution, incorporated in the Commonwealth of Massachusetts, and located in the City of Boston, that provides human services and housing to Veterans of the United States Military. It serves more than 1300 Veterans each year, and is a nationally recognized leader in supporting the most vulnerable and challenged Veterans in our community. The NECHV is also an integral member of the important network of social service providers in Boston and Eastern Massachusetts.

Many of the Veterans that the Center serves struggle with chronic substance abuse disorder and frequently with co-occurring behavioral health challenges as well. The NECHV has been on the front lines of the City's and the Commonwealth's opioid epidemic for a number of years and many of its clients are especially at-risk. It has been gratifying to experience the public leadership here in Boston and in Massachusetts, engaging to address and help correct the terrible stigmatization that has exacerbated the danger of opioid addiction in our society; and to see the progress in treatment models and options that have resulted. Nevertheless, there remains a critical shortage, and pressing need for more substance use and addiction treatment infrastructure in the area. Without the physical facilities within which to provide treatment and recovery programs, our opioid epidemic will only worsen.

The New England Center and Home for Veterans would like to express its full and unqualified support for the proposed project to replace the Long Island Bridge Superstructure that is now under consideration by the Commonwealth's MEPA Office. The restoration of that vital transportation link and the resultant increase in Boston's capacity to provide addiction and recovery programs and services will help ensure that Massachusetts and Boston remain the leader in care; and help innumerable vulnerable and struggling citizens. Thank you for your kind attention to this letter of comment.

Very Respectfully Submitted,

C. A. McCawley
President and Chief Executive Officer

From: Christen Schatzel
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project EEA #15308
Date: Monday, September 10, 2018 1:27:55 PM

Dear Ms. Patel,

I am writing to you with comments on the above-mentioned project. As a resident of Moon Island Road, I am one of the immediate abutters to this project. I have many questions that have gone unanswered and therefore I feel very concerned about the prospect of this project moving forward. Some of the questions I have are:

The section of Moon Island Road where I live is in very poor condition and has no sidewalk, so increased traffic is a scary thought. Will the City of Boston be making improvements to the roads that lead to the bridge (including adding sidewalks)?

What volumes and types of traffic (passenger vehicles, buses, emergency vehicles) are expected to be using the bridge once construction has been completed?

What are the City of Boston's long term plans for the use of Long Island? Will there be any additional uses aside from the recovery campus that could impact traffic to and from the island?

Has the City of Boston conducted any studies that consider alternative methods of accessing the island, such as building a bridge from somewhere in Boston instead of Quincy, or using a ferry service/water taxis? (There are tons islands up and down the coast of New England, particularly in Maine, where the residents rely solely on water transportation all year round, so it seems this would be a feasible idea.)

A lot has been done in recent years to make the water in and around Boston and Quincy much cleaner. Will this project have a negative impact on the water quality at the beaches around Squantum and the rest of Quincy?

I really hope that I (and my neighbors) can get answers to these questions before this project moves forward (if it does).

Thank you!
Christen Schatzel
9 Moon Island Road
Quincy, MA 02171
(617) 470-4732

From: Deni
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge
Date: Monday, September 10, 2018 12:31:39 PM

I am against any bridge being built to replace the old one. The effect the old bridge had on Quincy, especially Squantum, was harsh. The road in and out of Squantum (there is only one) is not built to handle the traffic generated by a bridge. The road has a sharp curve with little visibility. The traffic now (to Moon Island) speeds through with no concern for the safety of the densely populated residential area it travels through. The road was constantly being repaired to try to keep it safe when the old bridge was operating. Quincy had the sole burden of maintaining that road.

The Long Island facilities have been shuttered for years now making them obsolete for any purpose involving patient care. The piers are unsafe and beyond their life expectancy. I'm not an engineer but even I can see that they should be removed as all they are is an accident waiting to happen.

Yes, I am biased as a resident of Squantum, but I am also a realist and as such can see that this a poorly planned and thought out project that will cost ten times what we have been told, will take twice as long and be more disruptive to the delicate ecosystems the road passes through than can be imagined.

Thank you for your consideration,

Deni Sindel
3 Crabtree Road
Squantum



September 10, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel:

As President and CEO of the Downtown Boston Business Improvement District (DBBID), I am writing to support the City of Boston's Long Island Bridge Superstructure Replacement Project submission and hope that the MEPA Office will give it a favorable assessment.

The Downtown Boston Business Improvement District (DBBID) is a private non-profit organization representing hundreds of commercial property and business owners. Over the past 10 years, over \$4.9 billion has been invested by the private sector to help transform our district, which is located in the heart of Boston. Our mission is to protect that investment and to significantly improve the experience of all who work, live, visit, shop and go to school in our 34-square-block area. As stewards of Downtown Boston, we provide a menu of services to help create a clean and hospital environment. Our work is collaborative, as we interface with social service agencies to provide an array of services.

Among the many supplemental services the BID provides to this area, our organization has deployed a team of Outreach specialists since spring 2011. The team works in collaboration with numerous public and private partners, including the City of Boston, Pine Street Inn, the Kraft Center Mobile Health Van, and BID nonprofit members such as Boston Rescue Mission, Bridge Over Troubled Waters, New England Center for Homeless Veterans, St. Anthony Shrine, St. Francis House, and St. Paul's Cathedral.

As a result of this dedicated and continuous collaboration, our Outreach team has been able to make positive interventions in the lives of hundreds of vulnerable individuals who they have encountered on the streets of Downtown Boston. Dozens and dozens of people who were formerly homeless have obtained long-term housing due to the BID Outreach team's efforts.

Unfortunately, due to a variety of complex and intertwining factors, our Outreach team's services are in greater demand than ever. Thus, they continue to work daily, in partnership with the various abovementioned groups, to alleviate and mitigate the chronic hardship and suffering they observe. We hope that the City's Long Island Bridge project submission will make a difference, in terms of helping to restore the island's public health recovery campus. For all these reasons, I support the City's project submission.

Sincerely,



Rosemarie E. Sansone

President & CEO

Downtown Boston Business Improvement District

Cc:

Jack Spurr, Vice-Chairman, A.W. Perry; Chair, Downtown Boston BID

Matthew Beaton, Secretary, Executive Office of Energy & Environmental Affairs

James Greene, Emergency Shelter Commission Director, City of Boston

Marty Martinez, Chief of Health & Human Services, City of Boston

Chris Osgood, Chief of Streets, City of Boston

Timothy Sullivan, Chief of Staff of Intergovernmental Affairs, City of Boston

Jen Tracey, Director, Mayor's Office of Recovery Services

From: Frank McLaughlin
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project MEPA Notice of Project Change (EEA #15308)
Date: Monday, September 10, 2018 4:06:20 PM

Dear Secretary of Energy and Environmental Affairs;

My family has lived in the Squantum section of Quincy, MA for over 50 years. I am really concerned about the Long Island Bridge Project and how it is going to effect the quality of my live. In addition to the quality of my life, what is going to happen to the poor people that are addicted to drugs. The bridge will take 3 years to construct, the roads going to Moon Island are crumbling and the outdated hospital will need a considerable amount of rehab to care for these addicted citizens of Boston. This project is going to take 3 - 4 years to complete, how may citizens of Boston are going to overdose during this extended construction period?

I have the following questions I would like to ask about this project:

A. What are the City of Boston's long term plans for the use of Long Island? Are there planned expanded or additional uses that could impact environmental resources and/or traffic to and from the island?

B. Access to the bridge would be through the Squantum section of Quincy, across the Moon Island causeway to Moon Island. What are the additional improvements that are needed on roadways leading up to the bridge?

C. What volumes and types of traffic are expected to be using the bridge – passenger vehicles, buses, emergency vehicles? Will regular busing of patients be taking place, and if so, how often?

D. Potential impacts to Quincy waters from pier repair debris, disturbance of the seafloor and shellfish habitat, and disturbance of potentially contaminated sediments have not been well defined.

E. The potential use of a ferry service to provide access to Long Island has been previously studied and found to be feasible in the *Long Island Limited Public Access Plan* (September 2002, The Cecil Group), and is preferred by many Quincy residents. Additional investigation into this alternative should be performed, including opportunities to combine regular ferry service with other currently operating ferry services.

Please consider the above mentioned talking points and let me know if The City of Boston has the answers to my questions. Long construction period means so many unnecessary drug overdoses and the *Long Island Bridge Superstructure Replacement Project* will have a very negative impact on the quality of life in the Squantum and North Quincy areas.

Thank you for your time.

Frank McLaughlin
101 Sonoma Road
Squantum, MA 02171
fmclaughlin6@gmail.com
617-905-5306

From: Jenelle
To: [Patel, Purvi \(EEA\)](#)
Subject: Against Long Island bridge
Date: Monday, September 10, 2018 4:59:08 PM

Hello

This email is in regards to the long island bridge I am a Squantum resident and I am against the building of the new bridge for environmental reasons.

Thanks
Jenelle O'Neil
15 woodbriar road
Quincy ma 02171

Sent from my iPhone

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Sept. 10, 2018

Dear Ms. Patel,

As the founder and Board Chair of Friends of Boston's Homeless www.fobh.org and the Police Assisted Addiction and Recovery Initiative www.paariusa.org please accept this letter as strong support for rebuilding the Long Island Bridge to create a desperately needed public health recovery campus. A public health recovery campus on Long Island is a vital (and currently unavailable) resource that Boston, Quincy and all the Commonwealth needs to provide an effective response to the growing opioid epidemic that last year alone resulted in 72,000 deaths nationwide.

Further, over the past 31 years, Friends of Boston's Homeless has invested millions of dollars in infrastructure and physical improvements on Long Island. Since 1987, the Friends and the City of Boston Homeless Services created a continuum of vital services and programs, including addiction recovery and treatment programs, that have helped thousands of people reclaim their lives.

After the closing of the Long Island bridge in October 2014, many of these vital services, and the serene environment provided by their location on the island, as well as the millions in public and private funds invested in building improvements, were lost as the opioid epidemic continues to grow. Bridge access to a public health recovery campus on Long Island is critical so that Boston, Quincy and the Commonwealth can help comprehensively meet all operational requirements to best provide desperately needed long term treatment services to those struggling with opioid addiction.

Because of the limited environmental and community impacts, Friends of Boston's Homeless and the Police Assisted Addiction and Recovery Initiative also support Boston's approach to replacing the Long Island Bridge superstructure by using barges to float bridge spans into place on the existing bridge piers and abutments. And unlike ferry service, once the project is complete, bridge access to the campus will accommodate all types of vehicles needed to support operations and 24 hours/day, year round, any weather, service required to support safe and effective addiction treatment facility operations in accordance with current standards.

Thank you for your serious consideration and please let me know if you need any additional information.

Sincerely,

John Rosenthal
President
Meredith Management
Founder & Chair
Friends of Boston's Homeless
Police Assisted Addiction and Recovery Initiative

From: Jonathan Galvin
To: [Patel, Purvi \(EEA\)](#)
Subject: 15308
Date: Monday, September 10, 2018 4:29:17 PM

My name is Jonathan Galvin I live at
40 Bloomfield st in quantum an I am against the Long Island bridge project due to it environment impact

Sent from my iPhone

From: Kevin Layden
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island bridge superstructure replacement project #15308
Date: Monday, September 10, 2018 5:45:30 PM

Ms. Patel

I live in squantum and Im very concerned about the environmental impact that bridge construction will bring
...pollutant our ocean disturbing or wildlife..over devolving a beautiful harbor island...ferry service-would have less
of an impact on our environment
Sent from my iPhone

From: Mary Curtin
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project-file number EEA #15308
Date: Monday, September 10, 2018 6:45:07 PM

Dear Ms.Patel,

Thank you for your thorough evaluation of the state of the piers leading out to what was once Long Island Bridge. As a child growing up in Squantum, our family attended church out on Long Island. Each Sunday, while traveling across the *then* rickety bridge, we would wonder if we would make it from one side to the other safely. As a child of just ten, I remember my brother, sister, and I breathing a sigh of relief when we got to church -only to pray, on that side of the island, that we would make it back just as safely. As the years went by, we eventually were no longer able to attend church on the island, which I have to admit, I was not too upset about. What I did not realize at that time was what was to become of the church, the island, and the state of the now controversial bridge that brought us there.

Decisions as to the programming of Long Island have been LONG out of our hands. The City of Boston has seen to that. Unfortunately, the programming that was supposed to support the most needy people of Boston has ended due to the lack of care and upkeep of said bridge. Because of this there are many questions that are being asked about not just the programming, but more importantly, how are the patients to get to this facility, which will support their sober vision, in a time-sensitive, safe, and reliable way.

Here are just a few of the questions that I have if the Mayor of Boston were to go through with the plan to rebuild the bridge:

-As a resident of the small Squantum community, what construction vehicles should I expect to see and hear on E. Squantum street, which I will hear from my home as long as construction is ongoing?

-With the constant use of this road by City of Boston vehicles, who will be responsible for the upkeep of our Squantum roads?!!! As we have seen, this has been an issue with the bridge. How are we residents to trust that Boston will make our roads a priority?

-How long should we expect construction to go on for the erection of the bridge? ALL residents of our community need to prepare for a morning/evening commute, which will surely be impacted by the construction(long lines of traffic in and out of Squantum, slow moving vehicles, making all late for work and school).

-As the report states: The concrete piers will in no way last for the next 75 years, as stated by Boston engineers. This comment takes into consideration the length of time, but not how long it will take to re-build, the effect on the waters surrounding the area, and the sea life that will be impacted by the building of a bridge that will not even be around to see my own children get old. Why then, not investigate more viable options, rather than rebuilding on concrete piers that will not survive another generation? IF this is the best option for those struggling with addiction, why not have a ferry service transport patients to and from the Island. Boston will invest in ferries that will do their job in all seasons, but I suspect, it will not be close to the amount that is predicted for the building of the bridge.

Thank you again for your report. It has opened my eyes to see what I only *thought* were reasons not to build the bridge. Let's hope that Boston is able to help those in need quickly, safely, and with the least possible impact to the people and environment surrounding our waters and land in Boston and Quincy.

Warm regards,
Mary Curtin
45 Shoreham Street
Squantum, MA 02171

From: marie layden
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island bridge superstructure replacement project
Date: Monday, September 10, 2018 4:19:33 PM

Ms. Patel

My name is marie layden I live 44 Aberdeen rd Quincy ma...Im totally against the idea of rebuilding Long Island bridge...there is only one road that leads to moon Island ...E.Squatun st...beautiful marshland on each side of the road that has thrived since the closure of the bridge in 2014, less exhaust pollution. Also the road floods in extreme weather / high tides. there is always people driving through the flood water expelling chemicals into the ocean water. This will only happen more often as sea levels keep rising..more cars more chemicals/pollutants . also our ocean has thrived since Boston moved its sewage treatment facilities off moon island ...this year we even had a humpback whale spotted off the coast of moon island...we received a report that the concrete peirs are unable to sustain a new bridge and that would need to be replaced or repaired causing more pollutants to enter our ocean disturbing the sea floor... a ferry system seems to more cost effective and better for our precious environment. The city of Boston stated the life expectancy of a new bridge would 75 years (so what then build another one at the burden of the tax payers). This just doesn't make any sense I believe Boston just wants a bridge so they can eventually develope all of Long Island.

From: Maureen O'Neil
To: [Patel, Purvi \(EEA\)](#)
Subject: Fwd: Against Long Island bridge
Date: Monday, September 10, 2018 5:04:05 PM

To whom it may concern

> This email is in regards to the Long Island bridge. I am a Squantum resident and I am against the building of the new bridge for environmental reasons.

>

> Thanks

> Maureen O'Neil

> 15 Woodbriar Road

> Quincy MA 02171

>

> Sent from my iPhone



OLD SOUTH CHURCH *in* BOSTON

A Congregation of the United Church of Christ

645 Boylston Street, Boston, Massachusetts 02116
Tel: 617-536-1970 | Fax: 617-536-8061 | www.oldsouth.org

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SEP 10 2018

NANCY S. TAYLOR
Senior Minister

September 7, 2018

Executive Office of Energy
& Environmental Affairs

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge St., Suite 900, Boston, MA 02114

Dear Secretary Beaton,

We write today on behalf of Old South Church in Boston, in strong support of replacing the Long Island Bridge in Boston Harbor. Our church saw firsthand the impact of the closure of the old Bridge. Overnight, substance abuse treatment services were drastically curtailed. It was not merely the loss of beds that made this such a devastating blow. Long Island is uniquely well suited for providing recovery services. It is removed from the daily hustle and bustle of city life; removed from negative influences; removed from old habits, old acquaintances, old ways of life. It is no coincidence that the well-to-do, when seeking addiction recovery services, often choose treatment in a setting removed from their day to day lives. People who do not have financial means deserve to have access to such settings as well. Long Island provides just that.

Long Island offers a beautiful, inspiring, and healthy setting for recovery services. In addition, Long Island boasts an extensive ready-to-move-in campus to provide recovery services. There is no other site in Greater Boston that has such buildings, appropriate for this use, sitting empty and unused, ready to move in tomorrow. The cost of rebuilding the bridge must be weighed against the costs of new buildings at a large scale in a city where land is enormously valuable.

Long Island allows for addiction recovery services to be provided at a high level of effectiveness because of the unique character of the site. In addition, the cost will be made lower because there are buildings capable of being used for exactly this purpose sitting unused. In addition, it will allow for addiction recovery service to be provided sooner than other sites because it does not require building new buildings. We urge you to approve this site promptly.

Sincerely,

Nancy S. Taylor
Senior Minister

John M. Edgerton
Associate Minister

From: Golden, Rick
To: [Patel, Purvi \(EEA\)](mailto:Patel.Purvi@EEA)
Cc: billyh02171@aol.com
Subject: Long Island Bridge Superstructure Replacement Project: EEA #15308
Date: Monday, September 10, 2018 2:58:10 PM
Attachments: [image002.jpg](#)

Mr. Patel,

My thanks to you for your consideration of the following points:

1. The study completed by Dr. Gress (September 3, 2018) on the condition of the Piers, that Boston intends to reuse to build a superstructure over, clearly demonstrate they are inadequate to reuse. Thus the basic premise for construction by Boston needs to be reexamined and resubmitted for Environmental Consideration.
2. The traffic patterns and effect on roads in adjacent Squantum creates a dangerous situation in a mostly residential neighborhood.
3. Boston should what the plan is for use of facilities on Long Island. Boston's lack of a public plan, while pursuing a costly plan to first build the bridge, is tantamount to "building the bridge to nowhere".
4. "Public access to Long Island should be provided via an established water transportation system rather than relying on an inadequate and deteriorated land-based connection through a neighboring community."; **Long Island Limited Public Access Plan**, The Cecil Group, Inc., September 2002.
 - a. Since this study, the MBTA has developed a significant Water transportation system serving Boston and other waterfront communities.
 - b. The cost and timing of opening up Long Island with Water transportation would prompt Boston to complete their plan for reuse of Long Island and restoring it as "The Island of Caring".

I strongly believe that Boston's impulse to build first and figure out what to do with Long Island, later, is backwards thinking.

A decision that significantly alters the 'landscape' of the Region demands a higher level of planning and oversight.

Regards,



Richard D. Golden
7 Sonoma Road
Squantum, MA 02171
617-328-6464

From: Sheila Smith
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project; file EEA# 15308
Date: Monday, September 10, 2018 5:48:11 PM

Dear Mr. Patel,

I am a resident of Squantum. More specifically, my husband and I live on Dorchester Street, which will be the most heavily impacted road if the Long Island Bridge is re-built.

I am completely opposed to the bridge reconstruction for the following reasons:

> The report on the condition of the concrete piers speaks for itself - the concrete is not in a satisfactory enough condition to provide an additional 75 years supporting a new bridge. Replacing the piers completely, which is clearly required, will have considerable increased costs and environmental impacts.

> The primary access roads, such as Moon Island Road, Dorchester Street & East Squantum Street are typical 2 way residential streets that cannot bear the increased traffic that will be required for the construction phase, and more importantly, for the day-to-day commuting by staff and "residents" of a drug treatment center. This conclusion was already reached when the City of Boston evaluated whether or not to repair the previous bridge, and concluded that these same streets were insufficient to support any increase in traffic volume.

> I don't believe that sufficient consideration was given to locating the planned facility to the Lemuel Shattuck Hospital, a 13-acre campus that already has a drug treatment program and methadone clinic, which is closing shortly. Why not take the dollars budgeted for the re-building of the bridge and put it all into renovating the Shattuck for this drug treatment center.

> A ferry service is a more viable, affordable transportation solution if the City of Boston is insistent on using this harbor island for a drug treatment center. The staff and "residents" should go back and forth via ferry and not cut through Quincy's residential neighborhoods. A ferry service certainly works for Martha's Vineyard & Nantucket.

Thank you for your consideration,

Sincerely,

Sheila & Dan Smith

From: Bonnie Marcel
To: [Patel, Purvi \(EEA\)](#)
Subject: EEA#15308
Date: Tuesday, September 11, 2018 4:19:37 PM

I am writing today concerning the feasibility of rebuilding the Long Island Bridge.

I am a Civil Engineer, boater and resident of Squantum Ma

Maintenance:

As a child going under the bridge in the boat my father would tell us, don't look up. Because rust, paint etc would fall from the bridge. It was never maintained, Boston eventually had to demolish the bridge. Towards the end of its life only one vehicle could pass on the bridge at a time (it was a 2 lane roadway).

Access- as a child growing up in Squantum we had access to Long Island , could attend church at the chapel etc....then access was denied to all but those on Boston business or the camp.

Safety- the piers that Boston proposes to place the steel on are 75 yrs old and again, have not been maintained. A study was done by David Gress (who was my prof at UNH) verifying they are not safe.

Also the vehicles passing thru Squantum speed like crazy when they were headed out over the bridge.

Any Questions call me on 617-786-8966

Bonnie Marcel

Sent from my iPhone



September 9, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel:

I am writing you to express my strong support for the permitting, planning and construction necessary to replace the Long Island Bridge in Boston Harbor in order to enable development of a comprehensive, state-of-the art substance use treatment and recovery campus to move forward as soon as possible.

Access to addiction treatment, increased residential capacity to address the opioid epidemic and increase recovery support are some of the most critical issues facing our Commonwealth today. As long-time provider of critical services to homeless individuals and families, we have experienced firsthand the plight of countless who struggle with addiction to opioids and the devastating consequences of untreated substance use.

When the bridge to Long Island closed we lost over 50% of addiction services in a single day at a time when the Opioid crisis was just gearing up to devastate all communities across the state and the nation. I am proud of the work of the Commonwealth and the City of Boston in restoring these services but truthfully the epidemic has outpaced the services. We are in need of an aggressive approach that ensures greater access to all levels of treatment.

In our programs, our neighborhoods, in public places we see people the profound need for more substance use counseling, treatment and recovery services every day. To better respond to this epidemic, services that are accessible to everyone in need must be safely provided and readily available at all times of the year. Such access is particularly important during summer heat waves, high winds or extremely cold winter weather, such as the nor'easters we have seen in the past several winters.

Long Island is and was an ideal location these services. We understand that the City of Boston has conducted an analysis and finds proposals to deploy a ferry both cost-prohibitive and inadequate to meet the need for reliable access that patients, providers and emergency personnel on a recovery campus would require. We also understand that a structurally sound bridge to Long Island could be built with limited environmental impact that would meet these needs going forward, and that existing buildings that previously housed residential treatment, recovery and homeless programs could also be put to use in this effort.

The City of Boston and the Commonwealth of Massachusetts are in a position to be national and global leaders in the fight against opioid use and addiction. We urge the Commonwealth's MEPA Office to make a favorable decision regarding the rebuilding of the bridge to Long Island as the most rapid and reliable way to increase the availability of critical recovery programs and services.

Sincerely,



Barry Bock
Chief Executive Officer



15 State Street, Suite 1100
Boston, MA 02109
617.223.8671
bostonharbornow.org

September 11, 2018

Via email: Purvi.Patel@state.ma.us

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
Attn: Purvi Patel, MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Long Island Bridge Notice of Project Change, EEA# 15308

Dear Ms. Patel,

Thank you for the opportunity to comment on the Notice of Project Change (NPC) for the Long Island Bridge superstructure replacement project.

This has been a complex and technical project that has undergone several revisions and modifications. We applaud the close collaboration between federal and state agencies, the City of Boston, consultants, and contractors to identify and address critical issues in the reconstruction of the Long Island bridge. Their cooperation has contributed to an expeditious permitting process.

Boston Harbor Now is the non-profit partner of the Boston Harbor Islands Partnership and works in concert with its municipal, state, federal, and non-profit partners to plan, activate, and advocate for Boston Harbor and its islands and waterfront. Our comments for the Notice of Project Change are focused on the following:

- Ensuring the proposed structure is climate-resilient for its entire design life
- Long Island in the context of the larger Boston Harbor Islands National and State Park

Ensuring the proposed structure is climate-resilient for its entire design life. The NPC includes information about climate-resilient bridge design measures. Boston Harbor Now strongly supports the inclusion of resilient design strategies in the Long Island bridge replacement project and sees this as necessary for the long-term health and safety of all future users of Long Island.

As described in Section 2.1 of the NPC, the proposed replacement will elevate the existing bridge caps by 2 feet from 11.5 to a final elevation of 13.5 feet and improve the steel coating to combat exposure to saltwater.

Climate Ready Boston (2016) indicates that if we fail to reduce GHG emissions, Boston can expect about 2.4 to 7.4 feet of sea level rise by 2100. Given the following:

- The analysis completed by Climate Ready Boston,
- MassDOT's climate modeling work,
- The Boston Planning and Development Agency's initiative to develop a 40-inch sea level rise overlay district for Boston, and
- The fact that most of the inner harbor is designed for 14 feet NAVD with some areas designing for 16 feet

the current proposal to elevate the bridge 24 inches seems insufficient—especially since the Long Island area will experience greater wave energy than Boston's inner harbor.

Based on the information provided, we are unable to conclude if the current measures will ensure the bridge is climate-resilient well into the latter half of the century. It is more important to understand the expected useful life of the bridge and the elevation necessary to withstand future sea level rise than it is to compare the proposed elevation to tidal records set by previous blizzards.

Long Island in the context of the larger Boston Harbor Islands National and State Park. A key component of Boston Harbor Now's mission is to facilitate and increase public access to Boston Harbor and the Islands. Research on public health and open space has found that green environments have a direct link to increased physical and mental health of our communities. As cities continue to develop and grow, the preservation of open space as a matter of public health becomes increasingly clear—especially in dense urban environments like Boston.

As we contemplate the future uses of Long Island and its facilities, we should recognize Long Island as the largest island in the Boston Harbor Islands National Park Area. The Islands and Harbor together represent 34,000 acres of public blue and green open space in the Greater Boston Region and as such serve as a major public health resource for over 3.5 million residents and millions of visitors. It is exciting to contemplate the impact that Long Island, the Park and the Harbor have on the public and economic health of our region.

As strong advocates for improved and expanded water transportation within Boston Harbor, we appreciate the City's consideration of ferry service as a possible alternative. For a number of reasons, the City does not favor ferry service as a viable option for sole access to Long Island. We assume that the appropriate stakeholders, such as the marine units for the Boston Police and Boston Fire Departments, were consulted prior to the City's final decision to abandon ferry service as the sole access to Long Island.

Given the City's commitment to replacing the bridge, we strongly recommend exploring the important role Long Island can play for the residents as well as the clients of the Recovery Center and to think of all of the islands as resources for the clients of Center as well as the general public.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Valdes Horwood". The signature is fluid and cursive, with a prominent horizontal stroke at the beginning.

Jill Valdes Horwood
Director of Policy

FGS / The Fenway Garden Society

September 10, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Long Island Bridge Superstructure Replacement Project, EEA # 15308

Dear Ms. Patel:

We are writing to you on behalf of the Fenway Garden Society, Inc. (a/k/a Fenway Victory Gardens) in strong support of Mayor Martin J. Walsh's proposal, the "City of Boston's Long Island Bridge Superstructure Replacement Project", to rebuild the bridge to Long Island with the purpose of developing a comprehensive substance use recovery campus on the island.

We are the oldest continuously-run Victory Gardens in the U.S., located in the Back Bay Fens; our mission is:

- to encourage the interest and cooperation of all gardeners in the Richard D. Parker Memorial Victory Gardens,
- to represent FGS in all dealings with third parties involving the gardens,
- to promote gardening techniques and principles to gardeners and the public, and
- to act as stewards of the parkland on which it operates.

In the context of our mission, we are also advocates for visitors and the public who use the Gardens, including homeless persons and other vulnerable populations in the Back Bay Fens and in the City of Boston.

We speak on behalf of our entire membership in expressing alarm over the current, and growing, safety and health concerns in the context of dramatic increases in opioid use and homelessness in and around our Gardens. This Board and our members support the proposal by the City of Boston on why a bridge to Long Island is instrumental to ensuring safety, accessibility and much-needed addiction treatment and recovery support for all those utilizing a recovery campus.

Our membership numbers nearly 500--all-in-all, a very diverse group: all ages, many cultures, all experience levels, and representing many different occupations and professions. It is a

phenomenal mix of Boston gardeners who enjoy investing in our community and who feel privileged to be part of the rich history of our 75-year-old organization.

Our Board and membership, however, only account for a small number of stakeholders when it comes to public health and public safety in the Gardens. Other stakeholders include:

- a. local Fenway and other Boston-neighborhood residents who use this space for recreational and restorative needs;
- b. tourists and other visitors to the Fenway neighborhood and to Boston whose experience in our community we wish to enhance, including students, Red Sox fans and Fenway Park concert attendees;
- c. volunteers (both inside and outside our Boston community), who we educate/train with hands-on learning experiences and who, subsequently, share this learning with others;
- d. community and corporate partners who support and participate by (i) informing their constituencies and employees of our activities and projects, and (ii) by attending our free events;
- e. other local non-profit organizations who act as resources, and which, in their own way, educate and contribute to this community;
- f. all of our City of Boston partners and representatives, including our Mayor's Office, BPD District-4, Parks and Recreation, Boston Park Rangers, Public Works, Boston Fire, and Boston Public Health Departments--all of whom provide daily guidance, support and services for this parkland and for our activities; as well as
- g. homeless persons and other vulnerable populations in the Back Bay Fens.

We have reviewed the facts regarding either "Bridge Replacement" or "Sole Access Ferry Service", and we are emphatically in support of the City of Boston's proposal of the Long Island Bridge Superstructure Replacement Project. Our support is based on the following:

1. The public health recovery campus on Long Island is a vital (and currently unavailable) resource that Boston needs to provide an effective response to the growing opioid epidemic.
2. Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction.
3. Boston has designed an approach to replacing the Long Island Bridge superstructure that uses barges to float bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts.
4. Once the project is complete, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations; around the clock; all year long; and in any weather. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards.

5. Developing, operating, and maintaining suitable facilities to support sole access ferry service to the public health recovery campus on Long Island was considered and rejected by Boston since such an approach was assessed to be operationally inadequate, would have significant environmental impacts, and would have a high cost.
 - a. **Environmental Impacts:** It was determined by Boston that sole access ferry service would have a greater environmental impact than replacing the bridge superstructure. New docking facilities would be needed both on Long Island and on the mainland. Each docking facility would need to be adequately sized to accommodate a ferry capable of transporting all vehicle types needed to support public health recovery campus operations. The docking facilities would require dredging on an ongoing basis to support safe operations, and would also require development and operation of parking, roadway access and utility services. Operation of a ferry service across Boston Harbor would also create air and greenhouse gas emissions for the life of the service.
 - b. **Operational Inadequacy:** Boston also determined that sole access ferry service would not meet minimum operational requirements for the public health recovery campus on Long Island, since weather or other considerations would from time to time prevent navigation and therefore patients and staff would occasionally be unable to get to a hospital on the mainland during a health emergency. Delivery of needed supplies or transport of patients to or from the public health recovery campus could also be interrupted during extended bad weather events such as hurricanes, blizzards, or extreme cold.
 - c. **High Cost:** On a life cycle basis, ferry service was determined by Boston to be significantly more expensive than bridge superstructure replacement when capital cost of vessels; other equipment; siting, development and operation of ferry ports; around the clock ferry staffing; and maintenance are considered during the expected 75-year lifetime of the restored Long Island Bridge.

Thank you for providing us this opportunity to submit comments on behalf of our organization and our stakeholders, including homeless persons and other vulnerable populations in the Back Bay Fens and in the City of Boston. Please contact me if you have any questions or if I can provide additional information.

Sincerely,

Elizabeth Bertolozzi
President

From: jstamos56@aol.com
To: [Patel, Purvi \(EEA\)](#)
Subject: Long Island Bridge Superstructure Replacement Project EEA#15308
Date: Tuesday, September 11, 2018 10:17:49 AM
Attachments: [shellfish beds long island.jpg](#)

Dear Sir-

In regards to the proposed replacement of the Long Island Bridge I have several environmental concerns.

The shellfish beds along the shores of Long Island have been environmentally impacted for years and are still closed. By the construction activity of rebuilding the bridge with temporary pipe pile installations will certainly disrupt and disturb the soil and sediment below. For many, many years the effects of lead contamination from peeling paint falling from the old bridge, heavy metals and oil dripping from cars, trucks and busses travelling over the bridge have created a serious environmental effect on sea life and shellfish. The same would apply to the installation of utility lines which will be submerged below in the sea bed.

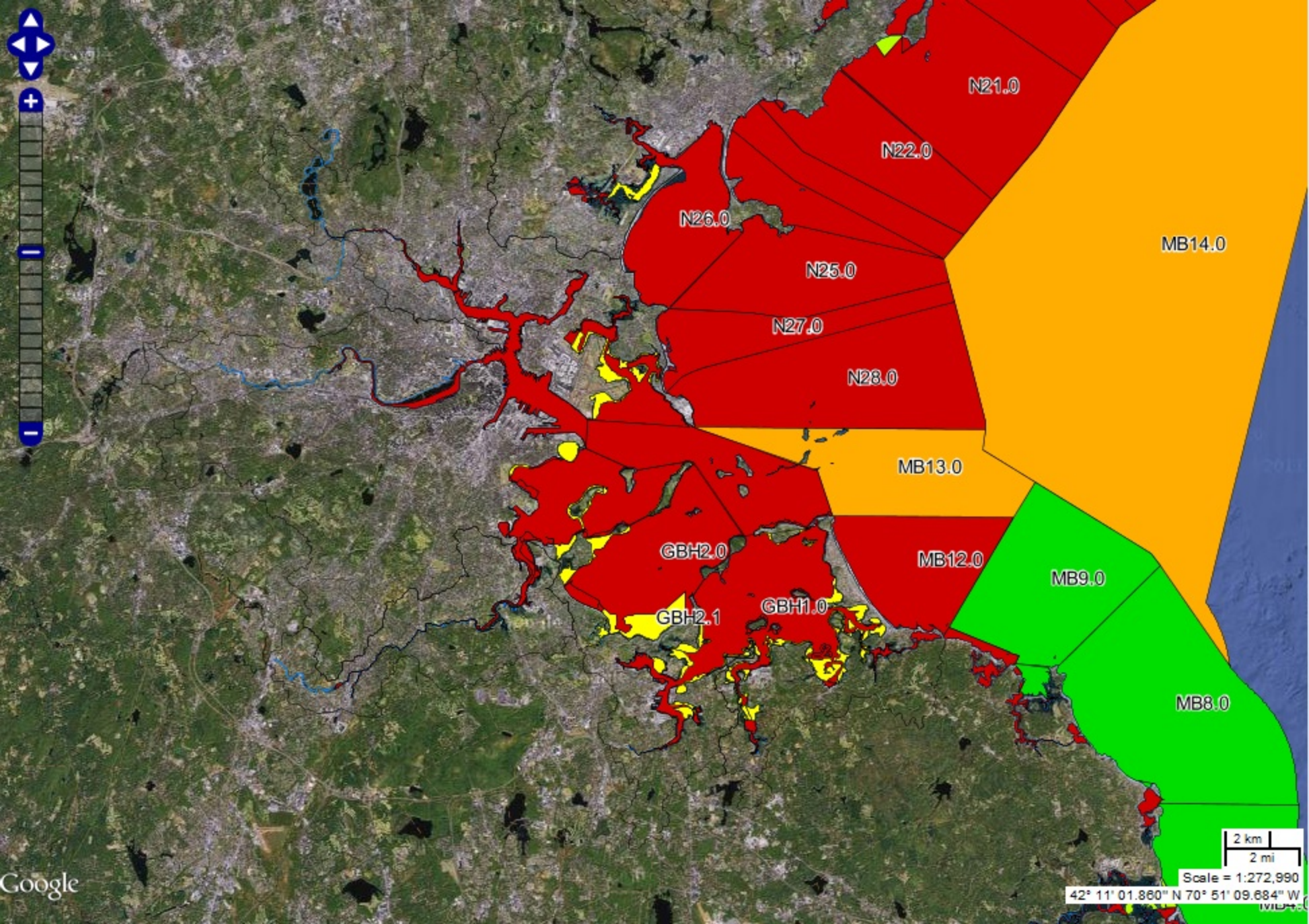
I also feel there has not been any or sufficient studies into the impact of daily traffic to Long Island if the bridge were to be rebuilt. Certainly a more intensified use is planned for the existing buildings and land on the island. It should be mandated that an environmental study be done comparing the impacts of traffic versus the use of utilizing ferries to access the island. Ferries were originally used for over 60+ years to access Long Island. What about the construction impact of rehabbing many of the buildings that are in serious condition on the island-increased truck traffic certainly.

I also have not seen a review/study of the historical history of Long Island-Indian history and burial grounds, Fort Strong and the Lighthouse.

Boston has been the steward of the Island, buildings and bridge and the result of the ownership/oversight is shown by the fact the bridge had to be torn down and many of the buildings are worse.

The island should be fully returned and owned by the National Parks System.

Sincerely,
James Stamos
jstamos56@aol.com



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2 mi
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42° 11' 01.860" N 70° 51' 09.684" W

Boston University Medical Campus
Office of the Dean and Provost



72 East Concord Street, L103
Boston, Massachusetts, 02118-2526
617 358-9600
busmdean@bu.edu

Karen Antman, M.D.
Provost, Medical Campus
Dean, School of Medicine
Professor of Medicine

September 10, 2018

Karen Antman,
Dean of Boston University School of Medicine
Provost of the Boston University Medical Campus
Boston University School of Medicine
72 East Concord Street
Boston, MA 02118

September 10, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs

ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

I am writing to express my strong support for the permitting, planning, and construction necessary to replace the Long Island Bridge in Boston Harbor to enable development of a comprehensive, state-of-the-art substance use treatment and recovery campus.

The island is, for many reasons, the most promising potential site for recovery facilities of the size and scope needed to deal with the regional substance use epidemic. The island is large enough to support a campus that would be the centerpiece of a broad-based regional recovery effort, one that could provide comprehensive rehabilitation, counseling, development of practical life skills, and patient support, while sufficiently secluded to provide privacy for residents and avoid neighbor's objections. The island has working roads, buildings, and utilities, as well as 225 acres of mostly fields and forests and ocean views. Even the landscape is therapeutic, as natural settings are shown to lower anxiety and depression and improve well-being, particularly beneficial to people in recovery.

Massachusetts state and local officials have provided unprecedented national leadership in addressing the challenges of this epidemic. The governor has convened medical, dental, and allied health educators to develop educational programs for healthcare providers, and law enforcement has created new strategies. Mayor Martin Walsh created an Office of Recovery Services, the nation's first and only municipal recovery office, in 2015. Now he is proposing a recovery center that could be a cornerstone in managing the epidemic of opioid overdoses, particularly if coupled with new innovative treatment programs. His administration has designed an approach to replacing the Long Island Bridge superstructure that will limit environmental or community impact. A bridge provides access to the public health recovery campus for all types of vehicles needed to support operations—around the clock, all year long, and in any weather, a requirement to support today's standards for safe and effective addiction treatment facility operations. Ferry service would be more expensive, harmful to the environment and unreliable in bad weather.

Our faculty and students at our affiliated hospital, Boston Medical Center (BMC), work on the front lines of the opioid crisis, caring for patients with use disorders and their associated medical complications. The Grayken Center for Addiction at BMC is working to empower and improve the lives of people with addiction with proven models of prevention and care. Our substantial expertise in caring for these patients makes us acutely aware of the urgent need for additional long-term specialty treatment options.

The city of Boston and the commonwealth of Massachusetts are in a position to be national and global leaders in the fight against opioid use and addiction. We urge the commonwealth's MEPA Office to approve the rebuilding of the bridge to Long Island as the most rapid and reliable way to increase the availability of critical recovery programs and services.

Sincerely,

A handwritten signature in blue ink, appearing to read "Karen Antman".

Karen Antman, MD
Provost, Medical Campus
Dean, School of Medicine



39 Boylston Street
Boston, MA 02116
tel 617.542.4211
fax 617.542.4705

stfrancishouse.org

September 10, 2018

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

St. Francis House is daytime shelter in downtown Boston providing refuge, rehabilitation and housing services to help extremely low income and homeless adults establish lives independent of shelters and institutions. We are the largest and most comprehensive homeless day shelter in Massachusetts and provide services to 500 unduplicated guests each day.

I am writing you to express my strong support for the permitting, planning and construction necessary to replace the Long Island Bridge in Boston Harbor. In doing so the development of a comprehensive, state-of-the art substance use treatment and recovery campus will be able to move forward as soon as possible.

A significant number of the people who rely upon St. Francis House struggle with a substance use disorder and we provide services to the populations most at risk of an opioid related overdose death. According to the State Department of Public Health, the risk of opioid-related overdose death is 30 times higher for those who have experienced homelessness than it is for the rest of the population.

Every day, men and women arrive at St. Francis House in varying stages of addiction. Some are over sedated or sick from the use of drugs and alcohol. Others, just out of detox are white knuckling it trying to get a foothold in recovery while others are struggling to find a safe, sober place to treat and support their early recovery. For years, Long Island was a place of refuge and treatment for those struggling with a substance use disorder. The creation of a recovery campus on Long Island would reuse existing buildings that previously housed residential treatment, recovery and homeless programs and provide a vital treatment option that is currently unavailable.

To ensure these services could be safely offered year-round and accessible in all weather conditions a bridge to Long Island would be a better option than a ferry service. I understand that the City of Boston has conducted an analysis and finds proposals to deploy a ferry both cost-prohibitive and inadequate to meet the need for reliable access that patients, providers and emergency personnel on a recovery campus would require. I also understand that a structurally sound bridge to Long Island could be built with limited environmental impact. In its plans for the bridge, the City of Boston has designed an approach that uses barges to float bridge spans into place on the existing bridge piers and abutments. This means there will be limited negative environmental or community impacts.

In light of all these considerations I urge the Commonwealth's MEPA Office to make a favorable decision regarding the rebuilding of the bridge to Long Island.

Thank you.

Sincerely,

Karen LaFrazia
President & CEO



Fairmont Copley Plaza

138 St. James Avenue
Boston, Massachusetts
United States 02116
T + 1 617 267 5300

September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Cc: Chris Osgood (chris.osgood@boston.gov),
Jen Tracey (jtracey@bphc.org),
Marty Martinez (marty.martinez@boston.gov), or
Timothy Sullivan (timothy.p.sullivan@boston.gov).

Dear Secretary Patel,

I am writing to you as a member of the Back Bay Association in support of the critically important rebuilding of the bridge to Long Island. The businesses of the Back Bay see the replacement of this infrastructure as an essential component in the Commonwealth's continuum of care for individuals in need of housing, recovery services, counselling, detox, shelter, and more. The Back Bay Association has a biweekly meeting that focuses attention specifically to "communicate" who we are seeing in the Back Bay (and where) and "connect" these individuals with the services of outreach workers from Pine Street Inn and the Department of Mental Health, the Boston Police Department, City of Boston Homeless and Housing Departments (including the Department of Neighborhood Development) and others. On a daily basis, we witness the terrible human tragedy of people who are homeless, many with substance and mental health challenges. The Back Bay Association works with care givers to connect those we see in need with services, and the rebuilding of the bridge to Long Island will open up more opportunities for people we encounter who are suffering and in need of more resources. With tremendous support from property managers, church personnel and security personnel in the Back Bay, we can firmly verify and attest that the individuals we see in the Back Bay are from all parts of the Commonwealth. The problems we are seeing in the Back Bay are regional in nature and require solutions that are regional, benefitting individuals from all cities and towns in Massachusetts.

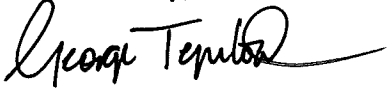
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2. Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by opioid addiction.

3. Boston has designed an approach to replacing the Long Island Bridge superstructure that uses barges to float bridge spans into place on the existing bridge piers and abutments. This approach will have only very limited environmental or community impacts.
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Thank you for considering these comments in supporting the rebuilding of this essential infrastructure.

Most Sincerely,



George Terpilowski
Regional V.P. North East Region and General Manager
Fairmont Copley Plaza



September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED
SEP 10 2018
MEPA

Cc: Chris Osgood (chris.osgood@boston.gov),
Jen Tracey (jtracey@bphc.org),
Marty Martinez (marty.martinez@boston.gov), or
Timothy Sullivan (timothy.p.sullivan@boston.gov).

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Thank you for considering these comments in supporting the rebuilding of this essential infrastructure.

Most Sincerely,


Meg Mainzer-Cohen
President
Back Bay Association



September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

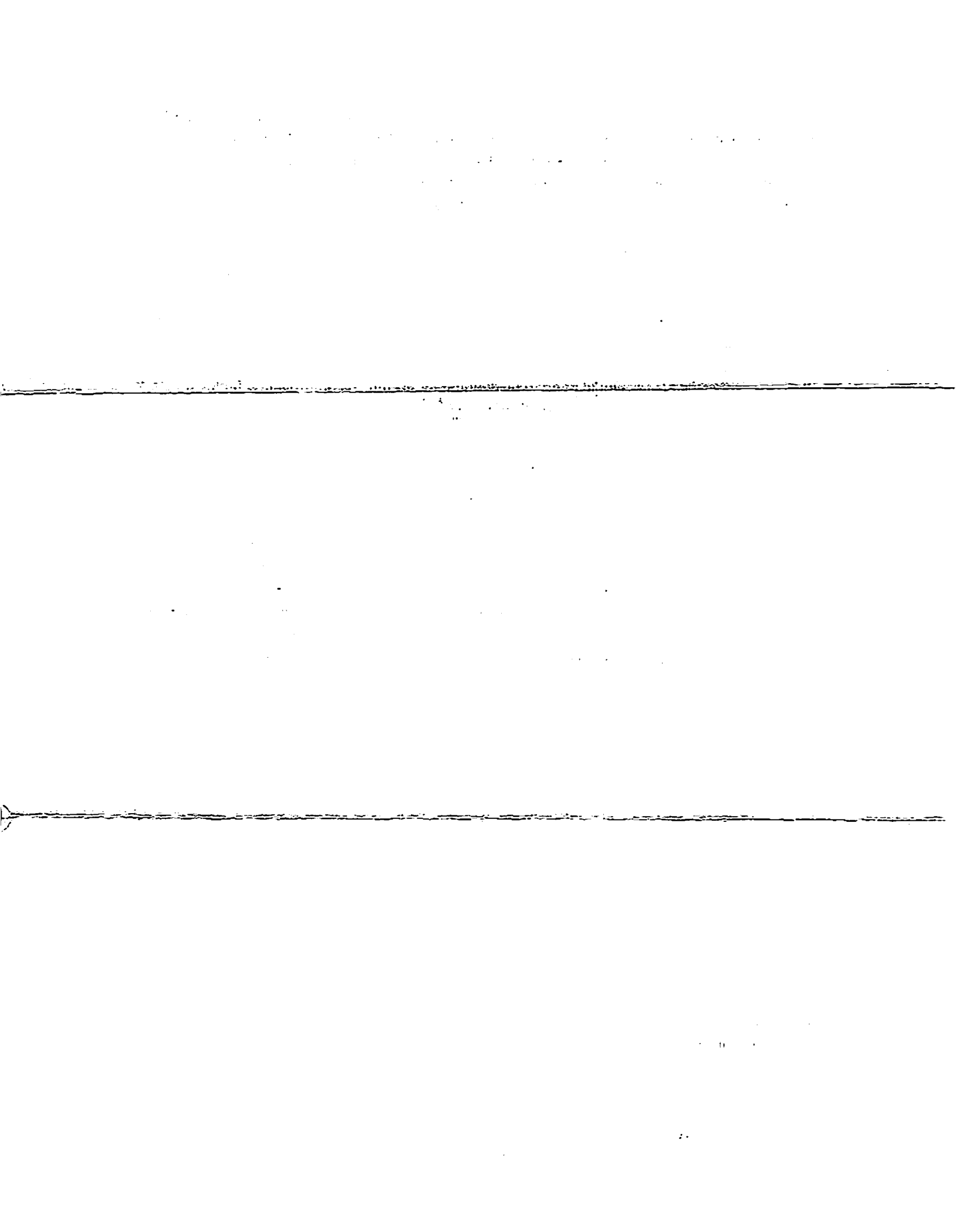
Cc: Chris Osgood (chris.osgood@boston.gov),
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Marty Martinez (marty.martinez@boston.gov), or
Timothy Sullivan (timothy.p.sullivan@boston.gov).

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Thank you for considering these comments in supporting the rebuilding of this essential infrastructure.

Most Sincerely,

Bernard Chiu
Founder and Chairman, Upland Capital



FOUR SEASONS
HOTEL
BOSTON

Bill Taylor

Regional Vice President
& General Manager

September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

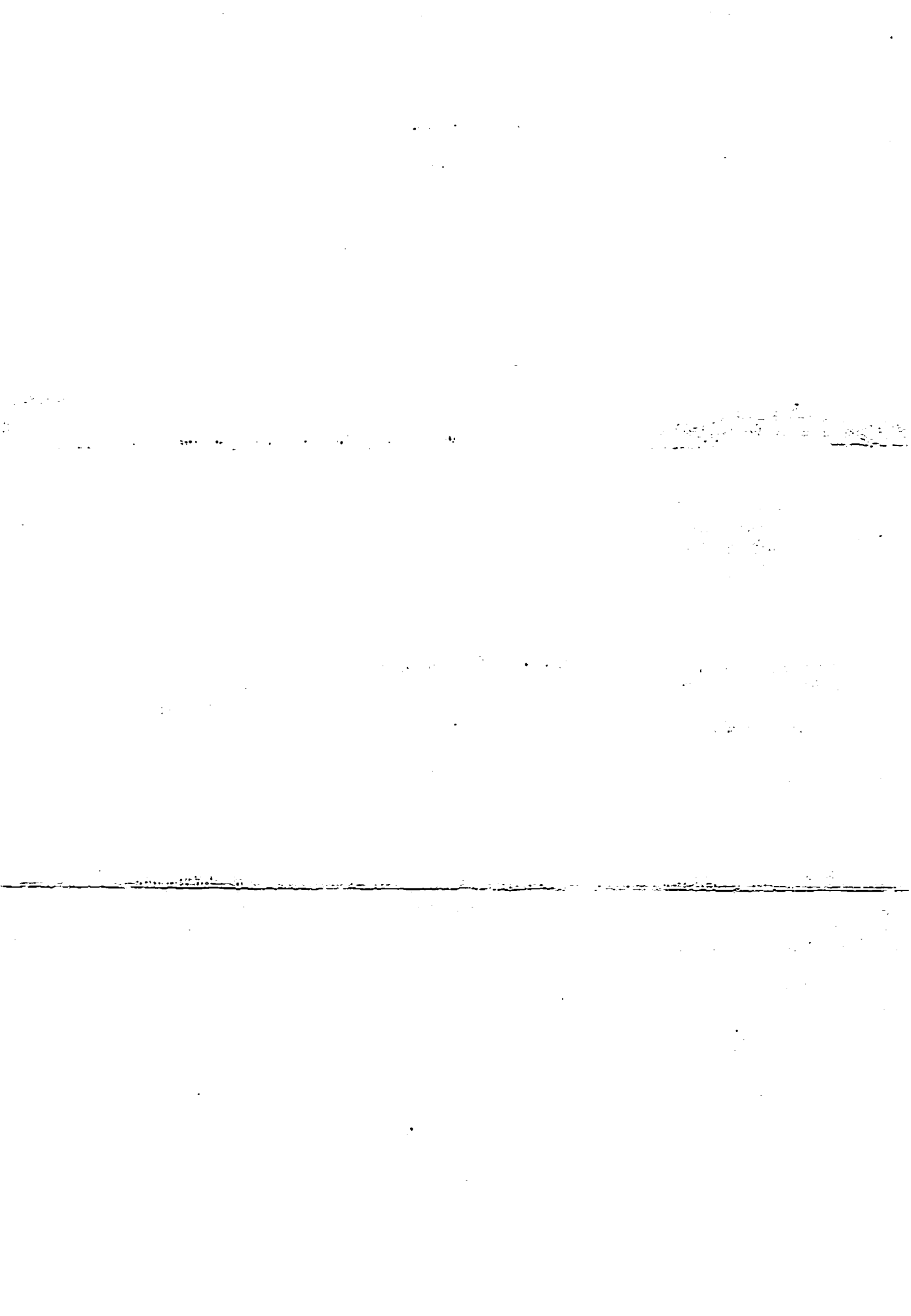
Cc: Chris Osgood (chris.osgood@boston.gov),
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FOUR SEASONS
HOTEL
BOSTON

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September 5, 2018

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Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
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Most Sincerely,



Chris Talanian

President

C. Talanian Realty



September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED

SEP 12 2018

MEPA

Cc: Chris Osgood (chris.osgood@boston.gov),
Jen Tracey (jtracey@bphc.org),
Marty Martinez (marty.martinez@boston.gov), or
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Most Sincerely



Christopher Scott

Managing Partner

The Capital Grille



**BOSTON
DUCK
TOURS**

September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

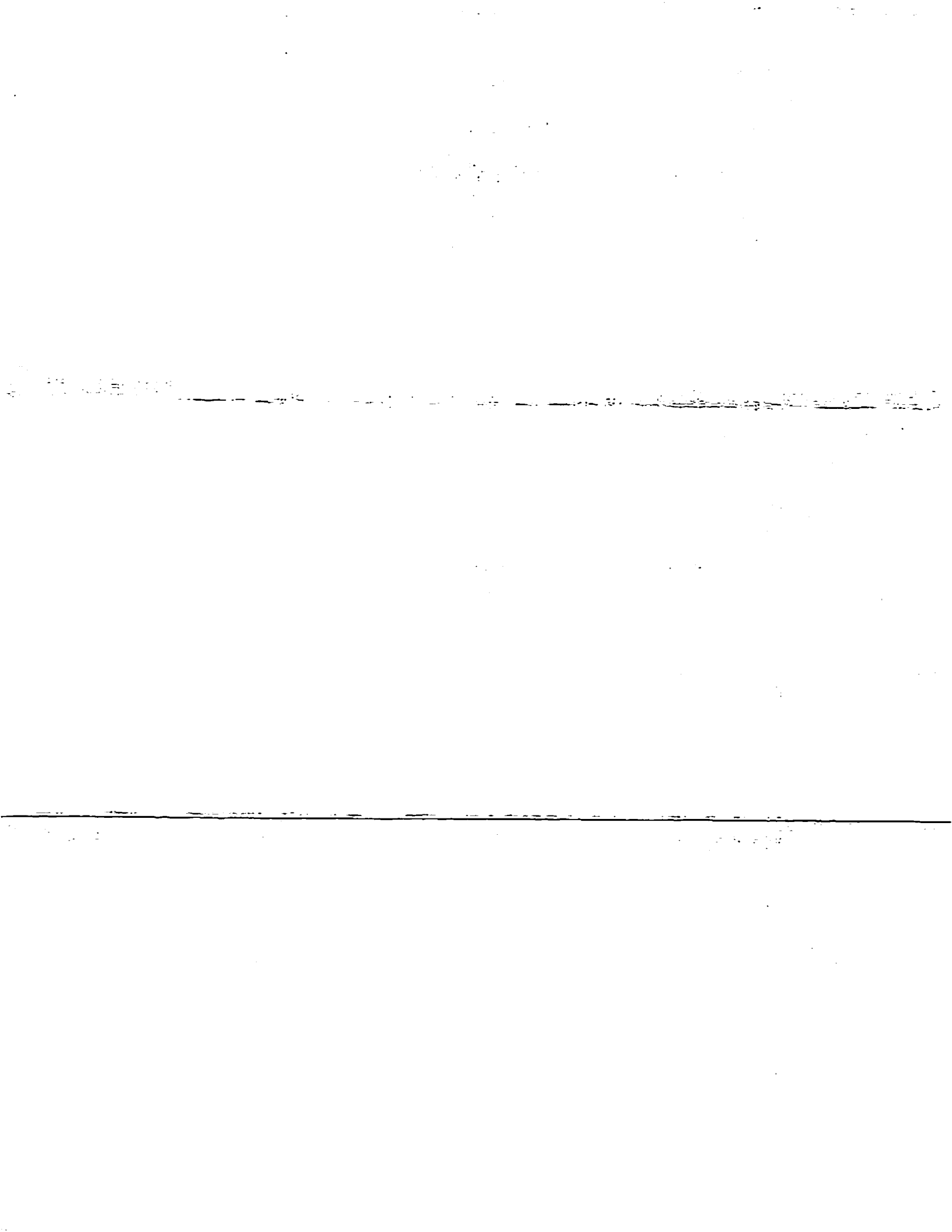
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Most Sincerely,



Cindy Brown

CEO

September 5, 2018

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

334 BOYLSTON STREET
SUITE 500
BOSTON, MASSACHUSETTS 02116
617 262 2605

Cc: Chris Osgood (chris.osgood@boston.gov),
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Most Sincerely,

Leo Fonseca





We need your support to make the Bridge to Recovery a reality!

Please sign below to support the Long Island Bridge Superstructure Replacement Project

“Why the Bridge and Not Ferry Service?”

The public health recovery campus on Long Island is a vital (and currently unavailable) resource that Boston needs to provide effective options for addiction treatment and recovery.

Bridge access to the public health recovery campus on Long Island is required so that Boston can comprehensively meet all operational requirements as it provides desperately needed treatment services to those impacted by addiction.

Why the Bridge

- Boston has designed an approach to replacing the Long Island Bridge superstructure that will have only very limited environmental or community impacts.
- Once completed, bridge access to the public health recovery campus on Long Island will be available for all types of vehicles needed to support operations; 24/7/365 and in any weather.

Why Not Ferry Service

- Greater environmental impacts than the bridge
- Weather and other issues would make a ferry operationally inadequate
- Over the life of the ferry it would be very high cost to operate as compared to the 75-year lifetime of the restored Long Island Bridge

X *Barbara Amek*

I support the Bridge to Recovery!

Thank you for your support!



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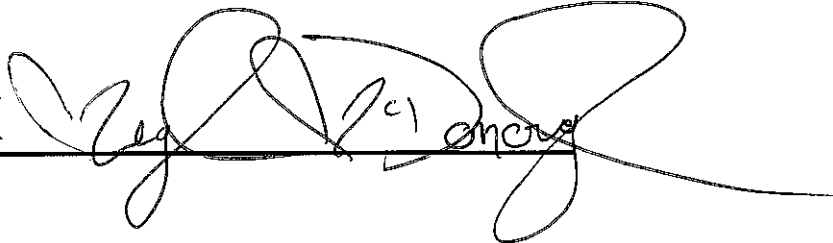
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X 

I support the Bridge to Recovery!

Thank you for your support!

From: Jeff Maynard
To: [MEPA \(ENV\)](#)
Subject: Letter in support of Long Island Bridge
Date: Tuesday, September 11, 2018 3:29:44 PM

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Patel,

The debate regarding whether the City of Boston should rebuild the Long Island Bridge is one that is important and one that's answer is abundantly clear. For decades, Long Island was used as a refuge for those battling numerous issues, from alcoholism to drug addiction. Residents of Boston and the Commonwealth were able to access the island by bridge and received vital treatment for these issues.

However, due to the age and deteriorating condition of the bridge, the City of Boston had no choice but to close and demolish the bridge due to safety concerns. This left Boston and the Commonwealth with the question of what to do what the population that used the island for treatment. I applaud the City of Boston for finding innovative ways to provide treatment services in the city itself, but it is time for the bridge to Long Island to be rebuilt.

The public health recovery campus on Long Island is a vital, yet currently unavailable, resource that Boston needs to provide an effective response to the growing opioid epidemic. This resource, which could only be accessed by the rebuilt bridge, will provide opportunities for research and treatment for a vulnerable population.

We must also think of the environmental impacts that the rebuilding of the Long Island Bridge would have versus the impacts of the ferry service proposal. In its plans for the bridge, the City of Boston has designed an approach that uses barges to the float bridge spans into place on the existing bridge piers and abutments. This means there will be limited negative environmental or community impacts.

In response to the ferry service proposal, one must also think of the increased air pollution and greenhouse emissions from the boats, as well as the construction and maintenance of required docking facilities for ferries. These facilities would require dredging to support safe operations and would also require development and operation of parking, roadway access and utility services.

Operational inadequacy of ferry service is also an issue that needs to be addressed since access to the island would be restricted due to bad weather events like hurricanes, blizzards or extreme cold. In comparison, the newly-built bridge would be available for all types of vehicles to use in all weather conditions. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards. We must also look at the cost of ferry service which was determined to be significantly more expensive over time than the bridge-structure replacement. Ferry staffing, development and operation of ferry ports and maintenance should be considered versus the 75 year life-span of the new Long Island Bridge.

I implore the Commonwealth to consider all of these points before making their decision in accordance to MEPA.

Thank you for your attention to this matter.

Sincerely,
Jeff Maynard

From: Cahill, Patricia
To: [MEPA \(ENV\)](#)
Subject: Long Island Bridge Letter of Support
Date: Tuesday, September 11, 2018 9:51:48 AM
Attachments: [image001.png](#)

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Patricia Cahill

Program Manager & Administrator

Boston University Initiative on Cities

75 Bay State Road

Boston, MA 02215

617-358-8080

www.bu.edu/ioc

www.surveyofmayors.com

From: Rosa Herrero
To: [MEPA \(ENV\)](#)
Subject: Long Island Bridge
Date: Tuesday, September 11, 2018 8:16:01 AM

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
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100 Cambridge Street, Suite 900
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However, due to the age and deteriorating condition of the bridge, the City of Boston had no choice but to close and demolish the bridge due to safety concerns. This left Boston and the Commonwealth with the question of what to do what the population that used the island for treatment. I applaud the City of Boston for finding innovative ways to provide treatment services in the city itself, but it is time for the bridge to Long Island to be rebuilt.

The public health recovery campus on Long Island is a vital, yet currently unavailable, resource that Boston needs to provide an effective response to the growing opioid epidemic. This resource, which could only be accessed by the rebuilt bridge, will provide opportunities for research and treatment for a vulnerable population.

We must also think of the environmental impacts that the rebuilding of the Long Island Bridge would have versus the impacts of the ferry service proposal. In its plans for the bridge, the City of Boston has designed an approach that uses barges to the float bridge spans into place on the existing bridge piers and abutments. This means there will be limited negative environmental or community impacts.

In response to the ferry service proposal, one must also think of the increased air pollution and greenhouse emissions from the boats, as well as the construction and maintenance of required docking facilities for ferries. These facilities would require dredging to support safe operations and would also require development and operation of parking, roadway access and utility services.

Operational inadequacy of ferry service is also an issue that needs to be addressed since access to the island would be restricted due to bad weather events like hurricanes, blizzards or extreme cold. In comparison, the newly-built bridge would be available for all types of vehicles to use in all weather conditions. This is a requirement to support safe and effective addiction treatment facility operations in accordance with current standards. We must also look at the cost of ferry service

which was determined to be significantly more expensive over time than the bridge-structure replacement. Ferry staffing, development and operation of ferry ports and maintenance should be considered versus the 75 year life-span of the new Long Island Bridge.

I implore the Commonwealth to consider all of these points before making their decision in accordance to MEPA.

Thank you for your attention to this matter.

Sincerely,

Rosa Herrero, Jamaica Plain

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED

SEP 14 2018

MEPA

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Jim Lane
Lussey
Innocent Jones
Seth Chary
Margaret Haene
Gary Chambers
Gordon

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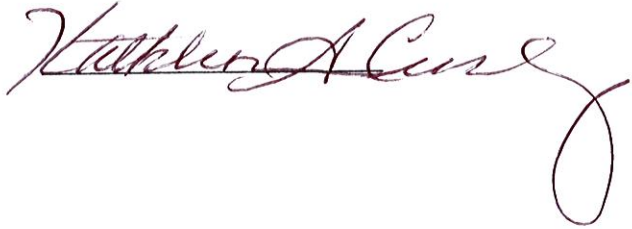
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Thank you for your attention to this matter.

Sincerely,

A handwritten signature in dark ink, reading "Kathleen A. Conroy". The signature is written in a cursive style with a large, looping flourish at the end of the name.

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

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Thank you for your attention to this matter.

Sincerely,

Leticia St. Pemy

Yem

Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
ATTN: MEPA Office
Ms. Purvi Patel, EEA#15308
100 Cambridge Street, Suite 900
Boston, MA 02114

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Thank you for your attention to this matter.

Sincerely,

Mary Marshall
33 Lenox Park St
Boston, MA
02118



Mashpee Wampanoag Tribe
Section 106 Review
Consultation Response Form

Project Docket Number:	Long Island Bridge Superstructure Replacement Project/ MHC #RC.57343. EEA #15308
Consultant/Environmental Firm:	MHC/MEPA
Address or Location Description:	Boston Harbor Islands District
City, State:	Boston & Quincy MA
Point of Contact	Brona Simon

Response: September 21, 2018

- We have no concerns related to the proposed project. MWT anticipates no adverse effects to our sites of cultural significance, by you or your client.
- The MWT considers this project in compliance with the MWT's section 106 review process with agreed upon mitigations measures.
- This site will require the on-site presence of a Tribal Cultural Resource Monitor during ground disturbing activities. Contact the Compliance Review Supervisor with construction schedule.
- This project has the potential to have "adverse effects" to historic or cultural resources important to our tribe. We recommend the following actions:

The Mashpee Wampanoag Tribe concurs with the MHC comment letter dated August 21, 2018. We will need to participate in the archaeological investigations requested. We require site visits by Tribal CRMs to access/monitor ground disturbing activities involved with construction. There will be a fee of \$75.00 per hour for monitoring to be paid within 30 days of being invoiced. We request contact information of general contractor/project manager in charge of scheduling.

This consultation process is in compliance to the National Historic Preservation Act of 1966 and all relevant amendments including but not limited to section 106 and 36 CFR 800.

Condition: If unanticipated discoveries of archaeological resources or human remains are found during construction, **you must immediately stop construction and notify our office.**

Deputy THPO – Compliance Review
Tribal Historic Preservation Office