



The Commonwealth of Massachusetts
General Court
State House, Boston, MA 02133-1054

July 28, 2017

Mr. Joseph Aiello
Chair, MBTA Fiscal and Management Control Board
MBTA
10 Park Plaza, Suite 3910
Boston, MA 02116

Dear Chairman Aiello:

We are writing as legislators representing communities that host MBTA Commuter Rail lines slated for the construction of large monopoles pursuant to a license for the provision of WiFi service by InMOTION Wireless Inc. The impacts of this project, and the process surrounding its implementation, are deeply concerning to us and to the many municipal officials and residents who have also expressed their objections to the construction of the more than 300 towers of 74 feet in height that are part of this project. Once installed, these towers will leave permanent and protuberant impacts on the landscape, with the possibility that those impacts could be further exacerbated by the addition of other hardware and antennae through co-location arrangements.

At the June 26th MBTA Fiscal and Management Control Board meeting you and fellow board members received input from a great number of citizens as well as state and local officials. Beyond the significant concerns with InMOTION Wireless' intentions to erect towers near wetlands, residences, and historic districts, there were also questions about the technological merits and demerits of this license which originated under the previous administration.

We were gratified that the board engaged in thoughtful discussions which yielded not only a delay in implementation but also a desire of the members to understand how any future WiFi improvement projects could be more coherently integrated into existing infrastructure plans. This could result in a system which improves safety and communications capabilities consistent with Positive Train Control (PTC) mandates, and give T managers enhancements such as mobile ticketing, security camera monitoring and provide rider enhancements for premium WiFi.

Yet, because of the many negative aspects surrounding the current project, including an unacceptable lack of communication with those whom it will affect, we request that you take action now. First and foremost, we request that you take every available action to prevent harm to the communities scheduled to host towers. If you conclude that your ability to protect these communities is limited or impeded by the terms of the current license, then we request that you pursue termination of that license and the release of a new Request for Proposals (RFP) for the

provision of WiFi service to MBTA riders in a cost-effective, technologically advanced manner that does not adversely affect communities and individuals proximal to commuter rail lines.

Such an action is justifiable, if not warranted not only because of the current contract's community impacts, but also by the following factors:

- The 7.5% revenue share for the MBTA may not properly value the exclusive use of the authority's property for WiFi service by the current provider,
- The license prescribes the use of technology that is not only relatively untested, but ironically is also outmoded, making it potentially antiquated and less effective than subsequently developed alternatives,
- The current and ongoing installation of the technology required for PTC may present opportunities for previously unidentified or unexplored synergy through such mechanisms as co-location of fiber optic cabling and WiFi equipment.

In fact, the issuance of a new RFP could well produce on of more proposals and alternatives that are less intrusive and burdensome, more effective at delivering service for riders, and generate more needed revenue for the MBTA. Certainly the cancelation of the current contact could be complicated and have some negative aspects, but they deserve to be considered in the context of what could be gained through other alternatives.

InMOTION's intention for the proliferation of hundreds of 74 foot high poles towering over our neighbors is anathema. We appreciate that the board has heard our concerns and, an increasingly growing number of other voices, and we ask for your consideration in rethinking and reshaping this license particularly in light of the apparent duplication of fiber optic cable projects connected with PTC compliance.

We are confident that by working collaboratively we can provide for the needs of riders without impacting the host communities. Please do not hesitate to contact us if we can be of assistance.

Sincerely,

Bruce E. Tarr
Senate Minority Leader

Brad Hill
House Assistant Minority Leader

Thomas M. McGee
Senator

Jason M. Lewis
Senator

James J. Dwyer
Representative

James J. Lyons, Jr.,
Representative

James B. Eldridge
Senator

Cory Atkins
Representative

Kathleen O'Connor Ives
Senator

Barbara A. L'Italien
Senator

Ann-Margaret Ferrante
Representative

Frank A. Moran
Representative

Patricia D. Jehlen
Senator

Jennifer Benson
Representative

CC Charles Baker, Governor
Stephanie Pollack, Secretary & CEO of the Department of Transportation
Steve Poftak, MBTA Interim General Manager