



Executive Office of Transportation

**State Implementation Plan – Transit Commitments
2009 Status Report**

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INTRODUCTION

This report is submitted by the Executive Office of Transportation (EOT), in conjunction with the Massachusetts Bay Transportation Authority (MBTA), to the Massachusetts Department of Environmental Protection (DEP) in order to fulfill the requirements of 310 CMR 7.36(7), *Transit System Improvements*. Below is a project description and status information for each of the public transit projects required under the revised State Implementation Plan (SIP). Beginning with this Report and as mentioned in the 2008 SIP Status Report, EOT will no longer report on the Greenbush Commuter Rail Restoration, which was opened for passenger service in October 2007.

As always, EOT hopes to make the annual Status Report process one of iterative improvement, and looks to DEP and to the public for comments and other suggestions to refine its efforts.

I. BLUE LINE PLATFORM LENGTHENING AND STATION MODERNIZATION

SIP Requirement

Before December 31, 2008, construction of the following facility shall be completed and opened to full public use: Blue Line Platform Lengthening and Modernization.

Project Description

The MBTA has completed the process of retrofitting all Blue Line stations so that they can accommodate six-car trains, as required by the SIP (four-car trains previously operated on the Blue Line). The MBTA is also purchasing additional Blue Line vehicles to meet the six-car train requirement. In addition to the work required to meet the six-car mandate, the MBTA has also undertaken a modernization program for the Blue Line, including improvements to lighting, seating, signage, access, and other station features. The modernization program, when combined with the introduction of the SIP-required six-car trains, will significantly improve the experience of using the Blue Line.

The MBTA has undertaken the following work as part of its overall program to upgrade the Blue Line:

- All Blue Line Stations at Airport, Aquarium, Beachmont, Government Center, Orient Heights, Maverick, Revere Beach, State, Suffolk Downs, Wood Island, and Wonderland currently accommodate six-car trains. Modernization work (e.g. making the stations fully accessible, providing new and improved amenities such as improved lighting, fire protection systems, and better passenger access) is complete at Aquarium, Beachmont, Revere Beach, Suffolk Downs, Wood Island, and Wonderland; is underway at State and Maverick; and modernization work is expected to start at Orient Heights in the spring of 2010 and at Government Center in the spring of 2011.
- Because of the outbound platform length, Bowdoin Station cannot accommodate full six-car trains on the outbound track. Due to limitations resulting from track geometry, the MBTA does not want to use the inbound platform to board outbound passengers (as evacuating a train on the loop track would pose safety problems). As described in the Blue Line Modernization Environmental Impact Report (EOEA #8772), the MBTA had planned to close Bowdoin Station to passengers when six-car trains begin running. The MBTA has now decided to continue operations at Bowdoin Station and has implemented operational modifications - passengers on the outbound platform now press a button on the train's exterior to open the adjacent door - so that it can safely and practicably continue to allow passengers to use Bowdoin now that six-car trains are running.

Planning Conformity

Throughout the life of the project, Blue Line Platform Lengthening and Modernization has been included in all relevant transportation planning documents, including the MBTA Program for

Mass Transportation and the Regional Transportation Plan of the Boston Region Metropolitan Planning Organization.

Project Status

Stations

The **Maverick Station modernization** contract has been awarded and work is currently underway. The project will completely overhaul the station – which is almost 60 years old – and make it fully accessible for persons with disabilities. The MBTA anticipates that all modernization work on this station will be substantially complete by the end of July 2009. The station currently accommodates six-car trains, as the necessary platform-lengthening work is already complete.

The **Government Center Station modernization** contract was advertised in 2007. The received bids, however, came in 45% higher than the MBTA's original estimate. As a result, the MBTA is currently looking to redesign the project. The MBTA is working with the Federal Transit Administration (FTA) and the City of Boston to finalize the station design and then proceed to construction, which is currently anticipated to commence in the spring of 2011. Government Center Station can currently accommodate six-car trains.

The contract for the **Orient Heights Station modernization** – with a scope significantly modified to respond to community requests regarding the design, architectural treatments, and bus circulation areas of the station – will be advertised in the spring of 2010. A construction sequencing and management plan for the new station has not yet been developed, so an anticipated completion date cannot be provided at this time. The station can currently accommodate six-car trains.

While critical work on the **State Street Station modernization** remains, the platforms can now accommodate six-car trains in both directions. The MBTA still needs to build two new fully accessible entrances along each side of State Street. The MBTA anticipates that the modernization work for this station will be substantially complete by November 2009.

Vehicles

New vehicles are needed for the Blue Line, both to provide a sufficient number of cars for the new six-car trains and to allow for the retirement of the existing, and aging, fleet. On February 20, 2008, the MBTA introduced the first new Blue Line train into passenger service. On September 15, 2008, the MBTA introduced the first six-car train on the Blue Line. As of the date of this report, the MBTA has accepted 82 of the anticipated 94 new Blue Line vehicles in revenue service. Currently, 10 of the 13 peak-period Blue Line trains are new trains, comprised of six cars. The MBTA expects all vehicles to be in revenue service by the end of August 2009.

Project Funding

The entire Blue Line Modernization effort, including all station and facility upgrades and the new Blue Line vehicles, was funded by a combination of FTA monies and MBTA revenue bonds. The total cost of the improvements necessary to allow the Blue Line to accommodate six-car trains – including the cost of purchasing necessary new Blue Line cars – was \$597.3 million, with the FTA funding \$319.5 million and the MBTA funding the remaining \$277.8 million. This included the cost of purchasing the new Blue Line vehicles; retrofitting maintenance facilities; performing upgrades to bridges, power systems, and signal systems; and construction work at those stations that needed to be completely rebuilt to accommodate the longer trains. It does not include the cost of work at Government Center, Bowdoin, and Orient Heights, where only small work to accommodate the six-car trains was needed.

SIP Requirement Status

The MBTA began running six-car Blue Line trains during the morning and evening peak periods in September 2008, in advance of December 31, 2008 SIP deadline. EOT and the MBTA have long held the position – shared with DEP in the past – that the SIP commitments related to the Blue Line require the initiation of six-car train service and all attendant capital improvements (platform lengthening, etc). The MBTA Blue Line modernization program, which was not completed by the time of the SIP deadline, does not directly relate to desired air quality improvement. Given that, EOT believes that the introduction of six-car trains during the peak periods meets the SIP requirement for improved transit service and improved air quality. As such, EOT and the MBTA believe that they have fulfilled the SIP requirement of six-car train service on the Blue Line by December 31, 2008.

II. FAIRMOUNT LINE IMPROVEMENT PROJECT

SIP Requirement

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: Fairmount Line improvements consisting of enhancements of existing stations including without limitation: platform extensions; improved lighting and improved access; a new station in the general location of Four Corners, and a new station in each of the neighborhoods of Dorchester, Mattapan and Roxbury; and bridge upgrades and other measures to improve service and increase ridership (the Fairmount Line project). EOT shall meet the following interim deadlines for the Fairmount Line Project:

A. One year from the effective date of this regulation (December 1, 2006), develop a Request for Proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed for a design consultant.

B. Within two years following the issuance of a notice-to-proceed, complete final design, apply for all necessary permits and grants, file any required legislation, and initiate all public and private land acquisition.

Project Description

The 9.2-mile Fairmount commuter rail line runs from South Station, currently serves four stations (Uphams Corner, Morton Street, Fairmount, and Readville) in the communities of Dorchester, Mattapan, and Hyde Park, and terminates in the Readville section of Boston. The line, which uses right-of-way entirely owned by the MBTA, also includes 41 bridges. It is the only commuter rail line that exclusively serves neighborhoods within the City of Boston, but ridership has historically been low and passenger facilities along the line do not meet modern standards.

The Fairmount Line Project includes the rehabilitation of the existing Uphams Corner and Morton Street Stations, construction of four new stations – Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue – reconstruction of six existing railroad bridges (located over Columbia Road, Quincy Street, Massachusetts Avenue, Talbot Avenue, Woodrow Avenue, and the Neponset River), and construction of a new interlocking and upgraded signal system (required to advance the bridge reconstruction work). These upgrades will enhance future service, allowing for increased frequency on the line.

Planning Conformity

Throughout the life of the project, improvements to the Fairmount Line have been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status

Systems

The upgrades to the interlocking and signal system have been completed and are currently in use, allowing for the reconstruction of structurally deficient bridges along the Fairmount Line.

Bridges

A construction contract to replace the Columbia Road, Quincy Street, and Massachusetts Avenue bridges was awarded in October of 2007, with work currently scheduled to be completed in 2010. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is completed and construction is expected to begin in the spring of 2010. Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as Talbot Avenue Station, while Neponset River Bridge will be a stand-alone construction project occurring at the same time.

Existing Stations

The MBTA held a station-opening at Uphams Corner on January 23, 2007. The reconstruction of Morton Street was celebrated at a station-opening on July 17, 2007. New elements at both stations include extended high-level passenger platforms, accessible walkways, canopies, benches, windscreens, signage, bicycle racks, variable messages signs, lighting, and landscaping.

New Stations

The MBTA has completed the design of **Four Corners Station**. The MBTA advertised the construction contract for the station in December 2008. In January 2009, the MBTA pulled the construction advertisement because EOT and the MBTA believed this project would be a strong candidate for funding under the then upcoming American Reinvestment and Recovery Act (ARRA). Once ARRA was passed by Congress in late February and the FTA issued its guidance in early March, EOT and the MBTA concluded that – for a host of reasons – the Four Corners Project would not qualify for ARRA funding.

The MBTA now plans to rebid the project as a State Funded project and anticipates advertising the project by the end of July, 2009.

Currently, **Talbot Avenue Station** is at 60% design and the MBTA anticipates putting the project out to bid for construction by the end of December 2009. This construction package will also include the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. An approximately two-year construction period is anticipated, with the completion of the station and the bridges by November/December 2011.

Newmarket Station is currently at 60% design and the MBTA anticipates putting this project out to bid by November 2009. An approximately two-year construction period is anticipated, with the completion of this station expected in the late autumn of 2011.

Blue Hill Avenue is currently undergoing redesign and is expected to reach 60% by the end of August 2009. The community has been concerned that the previous design – which had two platforms adjacent to abutting properties – could negatively impact abutters. In order to respond to community concerns, the MBTA has changed the design to include a center island platform which is expected to decrease potential negative impacts to abutters during construction and to reduce long-term maintenance costs. This redesign could potentially reduce construction costs by \$2 million. The MBTA anticipates putting the project out to bid by March 2010. An 18-month construction period is then anticipated, with the completion of this station expected at the end of 2011.

Project Funding

In August 2007, EOT and the MBTA executed a contract to transfer approximately \$39 million in bond funds from EOT to the MBTA to support the costs of (1) signal work, (2) reconstructing three major bridges on the line (the Columbia road, Quincy Street, and Massachusetts Avenue Bridges), (3) designing three others (the Talbot Avenue, Woodrow Avenue, and Neponset River Bridges), and (4) designing the remaining three new stations (the Newmarket, Talbot, and Blue Hill Avenue Stations). A supplemental funding agreement providing \$23,756,574.60 in Commonwealth bond funding is pending execution in June 2009 to advance construction of Four Corners Station. With this funding agreement in place, the MBTA intends by July 2009 to advertise the construction bid for this station, the first of four to be built under the Fairmount Improvements commitment.

SIP Requirement Status

In August, 2007, the MBTA Board of Directors voted to approve the construction contract for the Columbia Road, Quincy Street, and Massachusetts Avenue bridges. The current estimated completion date for this group of bridges is the end of 2010. At its meeting in October 2007, the MBTA Board of Directors awarded the design contract for the three remaining stations (including all necessary tasks for preliminary engineering through final design for the Newmarket, Talbot Avenue, and Blue Hill Avenue Stations), as well as the design for the upgrades to the three additional bridges (Talbot Avenue, Woodrow Avenue, and Neponset River). With these two actions, EOT and the MBTA met the first interim milestone for the Fairmount Line Improvement Project.

Final design for the Four Corners Station was completed prior to the December 1, 2008 deadline in the SIP. The remaining three stations were at 60% design at the time of the December 1, 2008 milestone in the SIP. Although this represents a failure to meet the interim deadline of December 1, 2008, EOT and the MBTA do not believe that this will prevent the stations from being completed on or before the overall project deadline of 2011.

Although critical work remains to be done, EOT believes that it is still on track to meet the overall SIP deadline to complete the entire Fairmount Line Improvement Project by December 31, 2011.

III. CONSTRUCTION OF 1,000 NEW PARKING SPACES

SIP Requirement

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: 1000 new park and ride parking spaces serving commuter transit facilities within the 101 cities and towns constituting the Boston Metropolitan Planning Organization. EOT is also bound by the following interim deadlines:

- *On or before 18 months following the effective date of the regulation (December 1, 2006), EOT must develop a request for proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed.*
- *Within 15 months of the completion of the above requirements, EOT must complete conceptual design and file an Environmental Notification Form.*
- *On or before two years after MEPA's issuance of a scope for a Draft Environmental Impact Report or a Single Environmental Impact Report, EOT must complete preliminary design and file a DEIR or SEIR.*
- *On or before one year after MEPA's issuance of a scope for a Final Environmental Impact Report, EOT must file an FEIR.*
- *On or before 18 months after MEPA's issuance of a certificate on an FEIR or an SEIR, EOT must complete final design, apply for all necessary permits funds and grants, file any required legislation, and initiate all public and private land acquisition.*
- *Upon completion of all of the above milestones, DEP and EOT shall establish a schedule for project construction and deadlines for project completion.*

Project Description

To encourage commuters and other travelers to make use of the public transit network for trips into downtown Boston – and other locations as appropriate – the MBTA will construct 1,000 new parking spaces at MBTA stations within the 101 communities of the Boston Region Metropolitan Planning Organization.

Planning Conformity

The construction of 1,000 new parking spaces, as explicitly defined in the SIP, has not yet been referenced in regional planning documents such as the MBTA Program of Mass Transportation and the Regional Transportation Plan of the Boston Region MPO, due to lack of location-specific information. However, the construction of new commuter-oriented parking has long been a priority of the MBTA, the Boston Region MPO, and EOT, and has been noted in many planning studies and other materials. As the parking projects described here advance, they will be identified, in the appropriate planning documents.

Project Status

Beverly

EOT and the MBTA have identified the City of Beverly as a viable location for a 500-space parking facility. On June 8, 2008, the MBTA issued a solicitation for a mixed-use development – to include the parking as well as other uses – for appropriate parcels in the vicinity of the Beverly commuter rail station. Proposals were received by advertised deadline of August 8, 2008, and based on these proposals, the EOT and the MBTA selected a preferred location on a series of parcels on Rantoul Street in downtown Beverly. Based on that selection, the MBTA completed the federal environmental review of the project. At its meeting on June 4, 2009, the MBTA Board of Directors voted to acquire the property using state and federal funding. Once parcel acquisition is finalized this summer, the MBTA will move forward with the procurement of a developer for the site. It is anticipated that design of the 500-space, multi-level parking facility will commence shortly thereafter. EOT has agreed to assist in the public costs of the Beverly project with the primary requirement that it meet the overall completion deadlines identified in the SIP. Proposed schedule for implementation includes:

- Summer 2009: Advertise for Beverly Intermodal Center/TOD developer
- October 2009: Bid deadline
- November 2009: Developer designation by MBTA Board of Directors
- Dec. 2009/Jan. 2010 through Summer 2010: Design/Permitting
- Fall 2010: Construction Start
- Spring/Summer 2011: Construction Completion (34 weeks)

In addition, the MBTA is in the process of identifying other appropriate locations at which to construct the remaining required 500 parking spaces. Potential project locations currently under consideration are described below.

Wonderland

In a cooperative venture, the City of Revere and the MBTA are working to advance a transit-oriented development plan at Wonderland Station. The project anticipates a net increase of approximately 200 new spaces to be dedicated to use by MBTA passengers. The City of Revere is working with the MBTA, the FTA and the Massachusetts Executive Office of Housing and Economic Development to formulate a financing plan to underwrite the public cost of this structure, currently estimated at approximately \$50 million.

Salem

A proposed parking garage at the Salem commuter rail station would contain approximately 750 spaces in a multi-level structure to be shared proportionately between the MBTA and the Department of Capital Asset Management (DCAM). Currently, DCAM proposes to contribute \$3 million in exchange for the use of 150 spaces to serve the new Essex County Courthouse complex. The project is estimated to cost approximately \$22

million. In addition to the \$3 million in DCAM funding, the FTA has earmarked \$3.375 million for the project.

A contract amendment to advance design of the 750 space Salem parking garage to 30% was recently approved by the MBTA and work commenced in early June, 2009. Completion of this project will result in the net increase of approximately 410 commuter parking spaces at this facility.

Rockport

The MBTA Board of Directors recently approved funds to advance design of the Rockport commuter rail station improvement project to 100%. Design includes a 94-space expansion of commuter parking. Currently, the cost of the project – including an extensive reconfiguration of the rail layover facility, new platforms, and the parking expansion – is estimated at approximately \$21 million. Outside of funds allocated by the MBTA to complete design, approximately \$2.5 million has been earmarked by the FTA for this project.

Franklin/Forge Park

Design to 15% commenced in March 2009 for a parking deck containing approximately 300 additional spaces at the 716 space Franklin/Forge Park Commuter Rail Station. As of early June 2009, test borings were underway to determine the structural requirements for a parking deck. Completion of 15% design will enable the MBTA to determine a preliminary cost and schedule for this project and identify the level of environmental permitting required.

Project Funding

EOT will assist in funding the public costs of the Beverly parking project and will require that the development be completed in time to meet with SIP deadline of December 31, 2011. As described above, each of the other projects currently face significant funding gaps, and EOT will work to identify funding on a project-by-project basis.

SIP Requirement Status

EOT acknowledges that it has failed to meet the first of the interim milestones required for this element of the SIP. EOT is also mindful of the approaching 2011 deadline, and is collaborating with the MBTA to advance one or more projects to implementation this year. If that becomes unachievable, EOT will notify DEP and the public and will identify any necessary mitigation, as required by the SIP, in a timely manner. In the meantime, EOT and the MBTA are continuing to work with interested municipalities to advance potential parking projects as quickly as possible. It should be noted that municipal support and cooperation is crucial to the successful realization of these projects.

IV. RED LINE-BLUE LINE CONNECTOR - DESIGN

SIP Requirement

Before December 31, 2011, complete final design of the Red Line/Blue Line Connector, from the Blue Line at Government Center to the Red Line at Charles Station.

Project Description

The proposed Red Line/Blue Line Connector – intended to improve mobility and regional transportation access for residents of East Boston and North Shore communities and the residents of Cambridge and the northwestern suburbs, as well as relieve congestion in the central subway – consists of an extension of the MBTA Blue Line under Cambridge Street to the Red Line station at Charles/MGH. As currently envisioned, the project consists of two major components: (1) a new tunnel extending the Blue Line under Cambridge Street from Joy Street to Charles Circle and (2) a new underground Blue Line station connected to the existing Charles/MGH station. The project will also consider whether and how to make use of the existing Bowdoin Station – which will require significant rehabilitation – possibly including the relocation of underground trackage and platforms at Bowdoin Station. The exact configurations of both the Charles/MGH platform and the new Blue Line station have not yet been determined.

Planning Conformity

The concept of the Red Line-Blue Line connector project has been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status

On September 14, 2007, EOT filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office. A public scoping session was held on October 17, 2007, and the Secretary of Energy & Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope as defined in the MEPA Certificate, EOT issued a Request for Proposals on March 27, 2008 for a consultant to complete the necessary environmental reviews and engineering for the project. EOT awarded a consultant contract during the summer of 2008.

EOT is completing the necessary environmental reviews and conceptual engineering for the project, as described below.

Public Outreach

- An Advisory Working Group has been formed and the list of members continues to be updated.
- Two Working Group meetings have been held with two currently scheduled for July and September 2009. Additional Working Group meetings will be scheduled every two months until the Draft Environmental Impact Report is submitted.
- A Project website has been launched.

Refinement of Alternatives/Conceptual Engineering

- Currently, the refinement of alternatives is being performed for the three options: (1) a no-build option, (2) a tunnel option with Bowdoin Station remaining open, and (3) a tunnel option with Bowdoin Station eliminated. The refinement of alternatives also includes an evaluation of potential construction options (a mined tunnel vs. a cut-and-cover tunnel) and construction phasing schemes.
- The Definition of Alternatives/Conceptual Engineering Report is scheduled to be completed by September 2009.

Design Criteria

- A draft Design Criteria Report has been prepared and will be finalized and included with the Definition of Alternatives Report.

Alternatives Analysis

- Alternatives Analysis will begin upon completion of the Definition of Alternatives Report. Alternatives Analysis will be completed between October and December 2009.

Design

- The conceptual design of the project is underway.

Cost Estimates

- Conceptual cost estimates will be included in the Definition of Alternatives Report.

Construction Staging and Sequencing Plans

- Construction Staging and Sequencing Plans will be included in the Definition of Alternatives Report.

Real Estate Requirements

- Potential real estate impacts will be identified as part of DEIR/EA.

The following major milestones are anticipated over the course of the next year:

- Submit Definition of Alternatives Report – September 2009
- Alternatives Analysis Report – December 2009
- Draft Environmental Impact Report – April 2010

Project Funding

The 'immediate needs' Transportation Bond Bill of 2007 provided state bond funding for the design of the Red Line/Blue Line Connector project. The costs of this project will be supported using funds from that source.

SIP Requirement Status

By filing an Expanded Environmental Notification Form and having successfully selected a design consultant, EOT is advancing the Red Line/Blue Line Connector project. EOT currently believes that it

is on track to meet the SIP requirement to complete final design for the Red Line/Blue Line Connector by December 31, 2011.

V. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

SIP Requirement

Before December 31, 2014, construction of the following facilities shall be completed and opened to full public use: 1. The Green Line Extension from Lechmere Station to Medford Hillside; 2. The Green Line Union Square spur of the Green Line Extension to Medford Hillside; and

- *On or before 18 months following the effective date of the regulation (December 1, 2006), EOT must develop a request for proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed.*
- *Within 15 months of the completion of the above requirements, EOT must complete conceptual design and file an Environmental Notification Form.*
- *On or before two years after MEPA's issuance of a scope for a Draft Environmental Impact Report or a Single Environmental Impact Report, EOT must complete preliminary design and file a DEIR or SEIR.*
- *On or before one year after MEPA's issuance of a scope for a Final Environmental Impact Report, EOT must file an FEIR.*
- *On or before 18 months after MEPA's issuance of a certificate on an FEIR or an SEIR, EOT must complete final design, apply for all necessary permits funds and grants, file any required legislation, and initiate all public and private land acquisition.*
- *Upon completion of all of the above milestones, DEP and EOT shall establish a schedule for project construction and deadlines for project completion.*

Project Description

This project - the purpose of which is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development – will extend the Green Line from a relocated Lechmere Station within the MBTA's Lowell Line commuter rail right-of-way to Medford with a branch line along the MBTA's Fitchburg Line commuter rail right-of-way to the vicinity of Union Square in Somerville.

Stations are currently proposed to be located in the vicinity of:

- *Mystic Valley Parkway/Route 16 – Located in the vicinity of the intersection of Mystic Valley Parkway/Route 16 and Boston Avenue in Somerville/Medford, south of the Mystic River. The station platform will be located south of the Mystic Valley Parkway/Route 16 undergrade crossing of the MBTA's Lowell Line commuter rail*

- **College Avenue/Medford Hillside** – Located at the intersection of College Avenue and Boston Avenue in Medford, adjacent to Tufts University. The station platform will be located on the north side of the College Avenue overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and College Avenue.
- **Broadway/Ball Square, Medford/Somerville** – Located at the intersection of Broadway and Boston Avenue on the north side of Ball Square (located in both Somerville and Medford). The station platform will be located on the north side of the Broadway overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and from Broadway.
- **Lowell Street, Somerville** – Located at the Lowell Street bridge overgrade crossing of the MBTA’s Lowell Line commuter rail tracks, adjacent to the proposed Somerville Community Path. The station platform will be located on the north side of the Lowell Street Bridge and access to the station will be provided from Lowell Street.
- **Gilman Square, Somerville** – Located in the vicinity of the Medford Street crossing of the MBTA’s Lowell Line commuter rail tracks, behind Somerville’s City Hall, Public Library, and High School. The station platform will be located on the north side of the Medford Street overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from Medford Street. The proposed Somerville Community Path will be located in close proximity to the station.
- **Brickbottom, Somerville** – Located in the vicinity of Washington and Joy Streets in Somerville’s Brickbottom/Inner Belt area. The station platform will be located south of Washington Street’s undergrade crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided via property on Joy Street, with potential access also to occur from the City’s proposed Inner Belt development on the east. The proposed Somerville Community Path will be located in close proximity to the station.
- **Union Square, Somerville** – Located east of Prospect Street in the vicinity of Union Square in Somerville. The station platform will be located within the MBTA’s Fitchburg Line commuter rail right-of-way east of Prospect Street from both the street and bridge levels. Access to this station will be provided from Prospect Street.

Support Facility

The Green Line Extension will also require the construction of a new light rail maintenance facility for vehicle care and storage in the vicinity of the Green Line Extension. EOT has identified a three-part parcel known as Yard 8 – in the Brickbottom/Inner Belt area of Somerville – as the best location within the project corridor for the facility. EOT has studied more than a dozen possible locations for the needed facility and believes Yard 8 to be, on balance, the optimal location. Public and municipal opposition to this location is significant, however, and EOT has encountered months of delays in advancing the Green Line Extension project as a whole due to issues associated with the support facility. EOT continues to work with the City of Somerville and representatives of the surrounding neighborhoods to address public concerns

about the proposed location of the facility, but public support remains elusive and EOT is uncertain that a mutually-acceptable agreement can be reached.

Planning Conformity

The Green Line Extension project has been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status

The following work has been completed or is currently on-going in support of the Green Line Extension Draft Environmental Impact Report/Environmental Assessment and conceptual engineering:

Public Outreach

- Advisory Groups (monthly) – 11 held so far
- Station Workshops (February 2008) – 5 held¹
- Interagency meetings (ongoing) – 30 held so far
- Neighborhood briefings (ongoing) – 16 held so far
- Public agency and local official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far
- Public Meetings – 4 held so far²
- Advisory Group Tutorials (ongoing) – 3

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

- Underway (using funding provide by EOT, the MBTA and their consultant are currently developing vehicle specifications). The MBTA intends to advertise for vehicle procurement early in 2010.

¹ Attendance at these five meetings was 83, 114, 98, 89 and 74, respectively

² Attendance at these four meetings was 138, 88, 264, and 350, respectively

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

Cost Estimates

- Completed, currently being reviewed by FTA

Construction Staging and Sequencing Plans

- Completed, currently being reviewed by FTA

Real Estate Requirements

- Completed, potential real estate impacts have been identified as part of DEIR/EA. EOT will continue to work with the project team and the MBTA to investigate opportunities to minimize property impacts during Preliminary Engineering.

The following major milestones are anticipated for the next few months:

- Filing of EIR/EA with MEPA – August 2009
- FTA New Starts Application – Autumn 2009

Project Funding

EOT intends to pursue federal funding – through the competitive New Starts program managed by FTA – for the Green Line Extension. EOT has been working with an independent consultant retained by FTA in order to verify and refine project plans and estimations in anticipation of submitting a formal application for New Starts funding. Should the Green Line Extension not be successful in the New Starts application process, the Commonwealth will be responsible for funding the full costs of the project on its own. This would compel EOT to review all project components and costs for affordability.

SIP Requirement Status

By filing an Expanded Environmental Notification Form and soliciting proposals for a design consultant, EOT has met the first two interim milestones associated with the Green Line Extension project. EOT has missed the third interim milestone to file a Draft Environmental Impact Report within two years of the issuance of the MEPA scope (issued on December 1, 2006), and is working – pending the resolution of a decision about the location of a support facility for the Green Line Extension – to be able to file the DEIR by the autumn of 2009. Assuming the resolution of the support facility question and the availability of necessary funding, EOT still believes that it is also on track to meet the remaining interim milestones and the overall SIP requirement to open the Green Line for public use on December 31, 2014.