



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

June 30, 2016

Mr. Martin Suuberg
Commissioner
Department of Environmental Protection
1 Winter Street
Boston, MA 02108

Dear Commissioner Suuberg:

The Massachusetts Department of Transportation (MassDOT), in conjunction with the Massachusetts Bay Transportation Authority (MBTA), is submitting the attached report to the Department of Environmental Protection (DEP) in order to fulfill the requirements of 310 CMR 7.36, Transit System Improvements. This annual report provides a project description and status information for each of the outstanding public transit projects required under the amended State Implementation Plan (SIP).

Please do not hesitate to contact me at (857) 368-8865 if you would like to discuss further.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

cc: Christine Kirby, DEP



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Massachusetts Department of Transportation

Massachusetts Bay Transportation Authority

State Implementation Plan – Transit Commitments

2016 Status Report

Submitted to the Massachusetts Department of Environmental Protection

June 30, 2016

For questions on this document, please contact:

Massachusetts Department of Transportation

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INTRODUCTION

This report is submitted by the Massachusetts Department of Transportation (MassDOT), 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 outstanding public transit projects required under the amended State Implementation Plan (SIP).

As noted in previous Status Reports, MassDOT is no longer reporting on Blue Line Platform Lengthening and Station Modernization, the Greenbush Commuter Rail Restoration and the Construction of 1,000 Parking Spaces. All of those projects have been completed and MassDOT believes that the relevant commitments have been met.

As always, MassDOT 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.

This report (along with past reports and supporting documents) will be posted to MassDOT's SIP Regulations website at:

<https://www.massdot.state.ma.us/planning/Main/PlanningProcess/StateImplementationPlan/SIPTransitCommitmentSubmissions.aspx>

I. 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). EOT¹ 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.

✓ Done

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.

✓ Done (for all elements of the project except for Blue Hill Avenue Station)

Project Description

The 9.2-mile Fairmount commuter rail line runs from South Station, previously served 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 have not met modern standards.

The Fairmount Line Improvement Project is defined as 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). The intent of these upgrades has been to 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 Regional Transportation Plans of the Boston Region Metropolitan Planning Organization (MPO).

¹ EOT is the predecessor to the legislatively-created Massachusetts Department of Transportation (MassDOT). For the purposes of referencing 310 CMR 7.36(7) *Transit System Improvements* of the SIP, this report will continue to use the EOT designation. However, the MassDOT designation will be used for all other language or text contained in this report.

Project Status

The sections below describe the current status of the different elements of the Fairmount Line Improvement Project.

Systems

Necessary upgrades to the required interlocking and signal systems have been completed and are currently in use, which has allowed 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, and construction was completed in 2010. The construction of the Talbot Avenue and Woodrow Avenue bridges is complete (see “New Stations” below). Construction of three bridges over the Neponset River began in fall 2010, and was completed in summer 2013.

Existing Stations

As stated above, existing stations at Uphams Corner and Morton Street required only rehabilitation for the project. The MBTA held a station re-opening at Uphams Corner on January 23, 2007. The reconstruction of Morton Street was celebrated at a station re-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. Work at both stations is complete.

New Stations

Four Corners Station opened for service July 1, 2013. The station had been under construction since January 2010. The construction of Four Corners Station experienced delays due to unforeseen geotechnical conditions, relocation of existing utilities, and a redesign of the inbound sloped walkway structure at Geneva Avenue. Substantial completion of Four Corners Station occurred in June 2013 and final construction was complete in September 2013. All outstanding change orders have been paid and the project is officially closed out.

The construction of **Talbot Avenue Station** and the **Talbot and Woodrow Avenue Bridges Rehabilitation** projects began in fall 2010. The construction lasted approximately twenty-six months, with substantial completion of the station and the bridges in October 2012 and final completion of work in January 2013. The structural replacement of the two bridges was completed over weekends in November and December 2011. Talbot Avenue Station opened in November 2012. There are several change orders that must be processed in order for this project to be closed out. The MBTA project office is negotiating with the Contractor to finalize payment.

Newmarket Station opened for service on July 1, 2013. The station had been under construction since October 2010. Delay in the completion of the station was attributed to the discovery of an existing power duct bank for the South Bay Shopping Center not previously identified on any existing utility plans. The

necessity to redesign elements of the inbound and outbound retaining walls and a delay in the manufacturing of the precast concrete platform panels further contributed to the delay.

The proposed **Blue Hill Avenue Station** has been the subject of significant community controversy over the past seven years. In early 2009, after design work for the station was well underway (at the 60% design level), a small number of abutters raised concerns about negative impacts to residences immediately surrounding the proposed station, which at the time was proposed to have two side platforms. In an effort to address these concerns, the MBTA conducted a new analysis of alternative station locations. This additional analysis determined that at least one alternative location (River Street) was infeasible due to track curvature, and that two other alternative locations (north of Blue Hill Avenue and south of Cummins Highway) would have greater impacts to abutting residential properties than would the original design and would also serve fewer riders at a greater cost. The MBTA developed one additional alternative that made use of a center-island platform at the original station site in order to address some abutter concerns by locating the platform further from homes and backyards. The MBTA then completed an additional analysis of noise and vibration impacts (and considered mitigation measures) to try to address any outstanding abutter concerns.

The MBTA and MassDOT made a final determination on the Blue Hill Avenue station in May 2011. Design of the center-island station concept is continuing, as is ongoing discussion with the opposing abutters about appropriate mitigation. While the community still has concerns, the project team is now advancing the design with the understanding that continued coordination with the community is paramount. On September 15, 2014 the MBTA General Manager led a community meeting in Mattapan. The MBTA has engaged the Community in working group meetings to incorporate community concerns in the design. The latest meeting was held on April 2015. The 90% design plans were received in July 2015 and 100% plans were submitted March 2016. There is a public meeting planned for early September 2016 to announce the project advertisement and bid date. MBTA anticipates a bid date of mid-September 2016.

Project Funding

In August 2007, MassDOT and the MBTA executed a contract to transfer approximately \$39 million from the 'immediate needs' Transportation Bond Bill of 2007 (which provided Commonwealth bond funding to support the costs of the SIP projects) from MassDOT to the MBTA to support the costs of (1) signal work, (2) reconstructing the Columbia Road, Quincy Street, and Massachusetts Avenue Bridges, (3) designing the Talbot Avenue, Woodrow Avenue, and Neponset River Bridges, and (4) designing the Newmarket, Talbot, and Blue Hill Avenue Stations.

A supplemental funding agreement providing \$23,756,574 in Commonwealth bond funding to the MBTA was executed in June 2009 in order to advance the construction of the station at Four Corners. A third funding agreement, approved in June 2011 in the amount of \$61,616,500, has allowed the remaining stations (including Blue Hill Avenue) and bridges to advance. These contracts total approximately \$124.4 million in authorized spending on the Fairmount Line Improvement Project to this point.

SIP Requirement Status

Community concerns (described above) regarding the construction of a station at Blue Hill Avenue, as well as construction challenges throughout the Fairmount Line project, have resulted in a delay of the overall Fairmount Line Improvement Project beyond the December 31, 2011 SIP deadline. However, three of the four stations – Four Corners, Talbot Avenue, and Newmarket – are open for service, although they were completed after the required SIP deadline. A reliable completion date for Blue Hill Avenue station now is expected to be in Summer 2018.

In its efforts to encourage new riders on the improved Fairmount Line, on July 1, 2013, the MBTA introduced a new fare structure for the Fairmount Line which makes fares on the line more competitive with MBTA rapid transit and bus fares. Travel between any two stations on the Fairmount Line, with the one exception of trips beginning or ending at Readville, has the same \$2.10 fare as an MBTA subway trip.

Given the delays in final completion of the project, MassDOT prepared a Petition to Delay and an Interim Emission Offset Plan, to be implemented for the duration of the delay. Both the Petition and Offset Plan were submitted to DEP on July 27, 2011, and are posted to the MassDOT SIP website.

As described in the Offset Plan, MassDOT estimated the reduced emissions expected to be generated by the implementation of the new Fairmont Line stations. MassDOT and the MBTA, in consultation with Fairmount Line stakeholders, identified a set of potential interim emission reduction offset measures that would meet the emissions reduction targets. MassDOT submitted these proposed measures to DEP in a July 27, 2011 petition, after which time MassDOT and the MBTA continued to work to refine the offset concepts for implementation, including a second letter to DEP (dated November 29, 2011) describing changes to the proposed offsets. On January 2, 2012 (the first weekday following January 1), the offset measures were implemented: additional trips via a dedicated shuttle on the CT3 bus route between Andrew Station and Boston Medical Center and increased weekday frequency on the Route 31 bus. These services will remain in place until the Fairmount Line Improvement Project is fully complete.

II. RED LINE/BLEU 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 consists of an extension of the MBTA Blue Line under Cambridge Street to the Red Line station at Charles/MGH. As envisioned, the project would consist 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 would also require a decision on whether and how to make use of existing Bowdoin Station.

The SIP requires only that MassDOT complete final design for the project. Construction of the Red Line/Blue Line Connector is not required.

Planning Conformity

The design of the Red Line/Blue Line connector project has been included in all relevant transportation planning documents, including the Regional Transportation Plans of the Boston Region MPO.

Project Status

On September 14, 2007, MassDOT 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 on the Expanded Environmental Notification Form, MassDOT issued a Request for Proposals on March 27, 2008 for a consultant to complete the necessary environmental reviews and engineering for the project. MassDOT awarded a consultant contract during the summer of 2008.

MassDOT has completed the following tasks for the project:

Draft Environmental Impact Report

- The Draft Environmental Impact Report (DEIR) was filed on March 31, 2010
- A MEPA Certificate for the DEIR was issued on May 28, 2010

Public Outreach

- Six Working Group meetings were held
- A public hearing on the DEIR was held on May 3, 2010
 - A project website was created

Refinement of Alternatives/Conceptual Engineering

- Refinement of potential alternatives was performed for three options: (1) a no-build option, (2) a tunnel option with Bowdoin Station remaining open, and (3) a tunnel option with Bowdoin Station closed. The refinement of alternatives also included an evaluation of potential construction options (a mined tunnel vs. a cut-and-cover tunnel) and construction phasing schemes.
- A *Definition of Alternatives/Conceptual Engineering Report* was completed in November 2009.

Design Criteria

- A draft *Design Criteria Report* was prepared and was included with the *Definition of Alternatives Report*.

Alternatives Analysis

- An *Alternatives Analysis Technical Report* was completed on March 31, 2010.

Design

- The conceptual design of the project is complete.

Cost Estimates

- Conceptual cost estimates were included in the *Definition of Alternatives Report*.

Construction Staging and Sequencing Plans

- Construction staging and sequencing plans were included in the Draft Environmental Impact Report.

Real Estate Requirements

- Potential real estate impacts were identified as part of the DEIR.

Project Funding

The ‘immediate needs’ Transportation Bond Bill of 2007 provided state bond funding to support the costs of the SIP projects, including the design of the Red Line/Blue Line Connector project. The estimated funding needed to complete design increased from the \$29 million estimated prior to the initiation of the environmental review/conceptual design process to \$52 million, according to the new cost estimates completed during the development of the DEIR.

SIP Requirement Status

MassDOT has made a good faith effort to meet the commitment to complete final design of the Red Line/Blue Line Connector, including the accomplishments listed above. However, as part of the environmental review and conceptual design process, MassDOT determined that the ultimate construction costs for the project would far outstrip what the project costs were believed to be at the time that the SIP regulation was promulgated: \$290 million at the time of the SIP regulation versus the best estimate of \$748 million (escalated to year of expenditure) developed during the

environmental review process. MassDOT has already spent \$3 million to advance the project through environmental review and conceptual design, but the current \$52 million estimate to complete final design substantially exceeds the \$29 million last identified for the effort in the 2009 Regional Transportation Plan for the Boston Region. Furthermore, MassDOT has been unable to identify funding with which to construct the Red Line/Blue Line Connector at any point in the next 20 years.

Therefore, MassDOT initiated a process to amend the SIP to permanently and completely remove the obligation to perform final design of the Red Line/Blue Line Connector. To that end, in 2011 MassDOT officially sought approval from DEP to support a SIP amendment process, a process which has included public input and discussion. MassDOT is not proposing to substitute any new projects in place of the Red Line/Blue Line Connector commitment, given the absence of any air quality benefits associated with the current Red Line/Blue Line commitment (final design only). Correspondence from MassDOT to DEP formally initiating the amendment process was submitted on July 27, 2011, and is posted to the MassDOT website. In response to requests made by elected officials, MassDOT and DEP provided additional information about the history and status of the project, as well as the rationale behind the request for amendment.

On September 13, 2012, DEP held two public hearings to take public comment on MassDOT's proposed amendments to 310 CMR 7.36, Transit System Improvements, including the elimination of the requirement to complete final design of the Red Line/Blue Line Connector. Between the two hearings there were 16 attendees, 10 of whom gave oral testimony. All those who spoke at the hearings spoke in favor of DEP not removing the commitment. DEP accepted written testimony until September 24, 2012.

On August 23, 2013, EPA sent a letter to FHWA providing an update on Massachusetts Air Quality Conformity. In that letter, EPA noted the Red Line/Blue Line Connector Design project has not met the SIP completion date of December 31, 2011, but that MassDOT is not obligated to implement interim emission reduction offset projects because no emission reductions are associated with the design project.

On October 8, 2013, the Department of Environmental Protection approved a request made by MassDOT in July of 2011 to revise 310 CMR 7.36 to remove the requirement for MassDOT to complete the design of the Red Line/Blue Line Connector. This revision to the State Implementation Plan had to be approved by the U.S. Environmental Protection Agency. On December 8, 2015, EPA published a final rule in the Federal Register approving a State Implementation Plan (SIP) revision submitted by the Commonwealth of Massachusetts on November 6, 2013. The final rule removes from the SIP the commitment to design the Red Line/Blue Line Connector project.

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

Extensive information about the Green Line Extension project can be found at www.mass.gov/greenlineextension.

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 sustainable development – will extend the MBTA Green Line from a relocated Lechmere Station in East Cambridge to College Avenue in Medford, with a branch to Union Square in Somerville. The project is a

collaborative effort of MassDOT and the MBTA, with the MBTA taking the lead in design, engineering, construction and project management.

Proposed Stations

New Green Line stations are currently proposed for:

- **College Avenue, Medford** – Located at the intersection of College Avenue and Boston Avenue in Medford, adjacent to Tufts University.
- **Broadway/Ball Square, Medford/Somerville** – Located at the intersection of Broadway and Boston Avenue on the north side of Ball Square.
- **Lowell Street, Somerville** – Located at the Lowell Street Bridge, which crosses over the MBTA Lowell Line adjacent to the proposed extension of the Somerville Community Path.
- **Gilman Square, Somerville** – Located in the vicinity of the Medford Street crossing of the MBTA Lowell Line, behind Somerville City Hall, public library and High School.
- **Washington Street, Somerville** – Located at the Washington Street Bridge, proximate to Somerville's Brickbottom/Inner Belt/Cobble Hill area.
- **Union Square, Somerville** – Located east of Prospect Street in the vicinity of Union Square in Somerville.

New Green Line Vehicles

The MBTA Vehicle Procurement contract for the purchase of 24 Type 9 Vehicles was awarded to CAF USA Inc. in the amount not to exceed \$118,159,822 at the MassDOT Board Meeting held on May 14, 2014. The NTP for this contract was issued on September 4, 2014.

CAF is in the process of developing drawing packages for the Preliminary Design, and the MBTA Project Team and the Contractor CAF continue to hold technical working sessions and project meetings. In addition, weekly project management meetings are held between MBTA and CAF to discuss project status, short term schedules and priorities as well as monthly project status meetings where all project issues, schedules, deliverables and milestones are reviewed and discussed.

The first vehicle is to be delivered no later than 36 months from NTP. The pilot car delivery is scheduled between September and October 2017. The pilot car will receive comprehensive testing for a period of six months followed by delivery of the remaining 22 vehicles, with the last car delivered by August 2018. The entry into service of all vehicles is anticipated to be completed in early 2019.

Vehicle Maintenance and Storage Facility

The Green Line Extension also requires the construction of a new light rail vehicle maintenance and storage facility (VMSF) in the vicinity of the Green Line Extension. The facility will be constructed on an L-

shaped parcel in the Inner Belt area of Somerville, adjacent to the Boston Engine Terminal. The MBTA has acquired the four parcels needed to build the VMSF. Relocation activities are ongoing.

Somerville Community Path Extension

Originally, the Green Line Extension project included just the design of the proposed extension of the Somerville Community Path from the proposed Lowell Street Station to the Inner Belt area. In May 2014, MassDOT and the City of Somerville, announced an agreement for the construction of the Community Path, including a connection to the Cambridge/Northpoint area. The Path Extension is not part of the SIP commitment, and the scope and design of the Path Extension is currently under reconsideration as described below.

Planning Conformity

The Green Line Extension project has been included in all relevant transportation planning documents, including the Regional Transportation Plans of the Boston Region Metropolitan Planning Organization.

Project Status

Environmental Approvals

State-level environmental review (Massachusetts Environmental Policy Act) was completed in July 2010. Federal-level environmental review (National Environmental Policy Act) was completed on July 9, 2012, with the issuance of a Finding of No Significant Impact by the Federal Transit Administration.

Funding Approvals

On January 5, 2015, the U. S. Secretary of Transportation and the MBTA signed the Full Funding Grant Agreement (FFGA) for the Green Line Extension project, approving \$996,121,000 of FTA New Starts funding to support the design and construction of the Green Line Extension project. At present, the full FFGA budget for the project is \$1.992 billion.

Real Estate

MassDOT and the MBTA are collaborating on tasks associated with the property acquisition efforts for the Green Line Extension project. The MBTA continues to review and refine the list of identified properties that are impacted on a contract by contract basis, including further definition of temporary easements that may be needed to support construction.

The City of Somerville and MBTA have executed an Access License agreement for Union Square (IGMP #3 and #4). The grant of easement documentation is in process and will be recorded prior to the City transfer of land to their Union Square developer. The MBTA continues to work with the developer in regard to the coordination of construction staging, utilities and the location of “The Ride” drop-off. In addition, a memorandum of agreement (MOA) has been executed between the City of Somerville and MBTA to convey necessary parcels at the Gilman Square Station site.

As reported in March, the City of Somerville was unable to meet the planned acquisition date for two critical properties required for the construction of Washington Street Bridge and the Community Path. The MBTA is now pursuing a license agreement with the property owners while the City advances the permanent acquisition process.

The taking for the Ball Square Station properties has been recorded at the registry and legal notices were sent to the property owners and business tenants informing the change to MBTA ownership. Several license agreements are under development to convey rights or property to the MBTA for GLX construction.

A Tufts/MBTA College Avenue Station Redesign Commitment Letter was signed on January 23, 2015 outlining the obligations made by both parties regarding the redesign and funding for the changes to the current GLX station design at College Avenue and use of Tufts property to stage the GLX construction work. A final MOA has been signed which includes Tufts' proposal for an air rights building over portions of the College Avenue Station and revised bridge and retaining wall design. The specifics of the MOA will need to be renegotiated, given recent proposed changes to the College Avenue Station. MassDOT/MBTA are working in close cooperation with Tufts University on this matter.

Budget and Schedule

Despite the work done to understand and anticipate project costs and risks in advance of the January 2015 signing of the FFGA (and to provide for unforeseen risks by carrying a substantial contingency of 30%), the cost of the fourth construction contract for the Green Line Extension project came in \$401.8 million above the 100% design estimate. This fact, combined with grave concerns that future contracts would also come in much above estimates, forced MassDOT and the MBTA to pause the Green Line Extension project in order to reevaluate the anticipated costs to complete and to analyze the root causes behind the enormous variance seen with the fourth contract. The results of this analysis can be seen [here](#).

MassDOT and the MBTA also undertook to determine whether the Green Line Extension project could be redesigned in a way that could both substantially reduce the newly anticipated costs while preserving the core benefits and functionality of the project as initially envisioned. The results of that analysis were positive, and can be found [here](#).

At the direction of the MassDOT Board and the MBTA Fiscal & Management Control Board, an Interim Project Management Team for the Green Line Extension project was created in December 2015. That team, made up of both MassDOT/MBTA staff and professional consultants, worked until May 2016 to answer a series of questions posed by the agency Boards:

- 1) What would a redesigned Green Line Extension project look like?
- 2) How much would the project cost to deliver, including monies already spent or committed?
- 3) What would the new project schedule look like, including FTA coordination and approval, reacquisition, and construction?
- 4) If the GLX project continues, how should the remaining design and construction work be procured and executed?

- 5) If the GLX project continues, how should it be managed, by both MBTA staff and consultants?
- 6) What revenue is available to pay for a revised GLX project?

The results of that effort can be found [here](#).

On May 9, 2016, the MassDOT Board and the MBTA Fiscal & Management Control Board [voted](#) to direct staff to seek approval from the Federal Transit Administration for the release of New Starts funding designated for the Green Line Extension project in January of 2015. To date, MassDOT/MBTA have not yet received any of the funds allocated under the Full Funding Grant Agreement. In order to now seek approval for the federal funds to be released to MassDOT/MBTA, the Federal Transit Administration must concur that the revised program plan for the Green Line Extension project – described [here](#) – meets the parameters of the Full Funding Grant Agreement. That work is now underway.

Construction Status

Phase 1: Phase 1 is a design-bid-build contract that commenced in January 2013 using MassDOT funds and allowed GLX construction to begin while the remaining approvals and the FFGA were obtained from FTA. Substantial completion was reached last year. All work is complete except for the interim fall protection along the parapet walls at Harvard Street, the lane markings on Harvard Street, and the reinstallation of the memorial sign on the Medford Street railroad bridge.

IGMP #1: Procurement of long lead items including traction power substations, signal equipment and special track work and superstructure steel for the new Washington Street railroad bridge.

All specialty track work and signal equipment have been delivered to the site. Traction power substation equipment for the Red Bridge TPSS has been fabricated and is in Factory Acceptance Testing. Washington St. Bridge steel remains on hold. The project is currently evaluating salvage and resale value versus long-term storage costs.

IGMP #2: Phase 2/2A and Phase 4 temporary utility bridges at Medford Street and Broadway and utility relocation work.

In mid-April, the temporary utility bridge was installed adjacent to the Broadway Bridge. Water line relocation has been completed and Verizon has also completed cable pulls and commenced cutover operations to the new Broadway Utility Bridge eight months earlier than originally scheduled.

With the installation of the temporary School Street utility/pedestrian bridge in mid-June, a contract milestone was completed.

Work continues at Medford Street including the final cut over of communication cables. This will allow the Contractor to restore the sidewalks at Medford Street and School Street.

IGMP #3: Millers River drainage improvements and the relocation of the Fitchburg Mainline commuter rail track.

All new drainage installation is complete from the Washington Street pump station to the triple 48" drain lines beneath the commuter rail tracks including twin 90" drains, Red Bridge Pump Station, and all new drainage structures. Restoration of the BET Access Road is underway. Construction of retaining walls US 1, 2 and 3 and the Red Bridge Storage Pond is complete. Construction of support structures for the future viaduct was stopped due to the suspension of the future GLX work. The Contractor completed 11 of 17 drilled shafts, 10 columns and 4 Pier Caps prior to issuance of the stop work order. All remaining work has been removed from the awarded contract. The Contractor has partially installed new track and specialty track work and shifted a portion of the Fitchburg Mainline onto new track structures in the Red Bridge area. All new Fitchburg Mainline signal houses have been installed and power has been supplied to the equipment. New signal equipment has not been brought on-line and is pending final track throws by a future contract or by a PI Agreement with Keolis.

Remaining work includes completion of new drainage to the Millers River Outfall by Boston Sand and Gravel; completion of the control houses for Red Bridge and Washington Street Control Shelters; and coordination of stored materials and demobilization.

Public Outreach

Continuing Public Process

During the GLX review, the Interim Program Management Team (IPMT) remained committed to the Public Involvement Plan (PIP) referenced in section 6 of the Secretary's Certificate on the DEIR for the GLX Project. In addition to meeting the goals and objectives of the PIP, the IPMT also firmly committed itself to the requirements for public engagement specified in the FTA Finding of No Significant Impact.

To this end, a series of public meetings were held in Cambridge, Medford, and Somerville. The list of public meetings included:

- **February 5, 2016**, Design Working Group, Somerville Armory, Somerville
- **March 2, 2016**, Open-House/Public Meeting, Somerville Armory, Somerville
- **March 23, 2016**, Open-House/Public Meeting, Tufts University, Medford
- **March 30, 2016**, Design Working Group, Somerville High School, Somerville
- **April 13, 2016**, Open-House/Public Meeting, Argenziano School, Somerville
- **April 27, 2016**, Open-House/Public Meeting, St. Anthony's Parish Hall, Cambridge

Additionally, testimony was presented at MassDOT Board and Fiscal & Management Control Board meetings which are open to the public. All GLX public meetings were posted on the [GLX Website](#) well in advance of meeting dates. Email notifications were sent to the entire GLX database alerting them of upcoming events. Further efforts to inform and engage the public included ongoing meetings with the GLX legislative delegation; municipal elected officials; agencies and staff representing the cities of Cambridge, Medford, and Somerville; Conservation Law Foundation; federal and state agencies; and affected abutters.

SIP Requirement Status

By filing an Expanded Environmental Notification Form, procuring multiple design consultants, and publishing both Draft and Final Environmental Impact Reports, MassDOT has met the first four interim milestones associated with the Green Line Extension project. MassDOT – which has committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades – has transitioned the project from the planning and environmental review phases to design, engineering, and eventual construction, coupled with the tasks associated with programming New Starts funding.

In the 2011 SIP Status Report, MassDOT reported that the Green Line Extension project would not meet the legal deadline of December 31, 2014.

Although the goal of the phased project delivery approach is to complete components in an incremental way, the timeline for overall project completion provided in the link above represents a substantial delay beyond the SIP deadline of December 31, 2014, triggering the need to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA have calculated the reductions of NMHC, CO, and NOx – reductions equal to or greater than the reductions projected for the Green Line Extension itself, as specified in the SIP regulation – that will be required for the period of the delay.

In June 2012, MassDOT released a list of potential mitigation ideas received from the public that could be used as offset measures. In the summer and fall of 2012, MassDOT solicited public comments on these potential measures. The MBTA created an internal working group to determine a final portfolio of interim mitigation measures to implement by December 31, 2014, the legal deadline for the implementation of the Green Line Extension.

This work resulted in a recommendation to implement the following three interim mitigation measures which collectively would meet the emissions reduction target for the project:

- Additional off-peak service along existing routes serving the GLX corridor, including the Green Line, and bus routes 80, 88, 91, 94 and 96;
- Purchase of 142 new hybrid electric vehicles for The RIDE;
- Additional park and ride spaces at the Salem and Beverly intermodal facilities.

The Petition to Delay was submitted to the Massachusetts Department of Environmental Protection (DEP) on July 22, 2014 and expanded further on the analysis and determination of the interim offset measures. In a letter dated July 16, 2015, the DEP conditionally approved MassDOT's request to delay the Green Line Extension project and the implementation of the above interim mitigation measures. Both the 2014 Petition to Delay and the July 2015 Conditional Approval are available on MassDOT's website. Interim offset measures will remain in place for as long as is necessary.