



Massachusetts Department of Transportation

**State Implementation Plan – Transit Commitments
2010 Status Report**

**Submitted to the Massachusetts Department of Environmental Protection
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For questions on this document, please contact:

Katherine S. Fichter
Massachusetts Department of Transportation
Office of Transportation Planning
10 Park Plaza, Room 4150
Boston, Massachusetts 02116
katherine.fichter@state.ma.us

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 public transit projects required under the amended State Implementation Plan (SIP).

Beginning with this Status Report, MassDOT will no longer report on Blue Line Platform Lengthening and Station Modernization. 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. MassDOT believes that the introduction of six-car trains during the peak periods meets the SIP requirement for improved transit service and improved air quality within the Blue Line corridor. Station modernization on the Blue Line is ongoing.

Additionally, MassDOT is no longer reporting on the Greenbush Commuter Rail Restoration, which was opened for passenger service in October 2007.

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.

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.

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 Improvement 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.

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.

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 summer 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**. A Notice to Proceed was issued to S&R Construction Enterprises, Inc. on January 28, 2010 with anticipated completion by December 2012.

The **Talbot Avenue Station** and **Talbot and Woodrow Avenue Bridges Replacement Project** was advertised in May 2010, with a bid opening scheduled for mid-July 2010. This construction package will also include the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. The MBTA anticipates that the contract can be presented to the Board of Directors for its approval in September 2010 with a Notice to Proceed issued shortly thereafter. An approximately two-year construction period is anticipated, with the completion of the station and the bridges by October/November 2012.

Newmarket Station is currently at 100% design and the MBTA anticipates putting this project out to bid by the end of July 2010. The MBTA anticipates that the contract can be presented to

the MBTA Board of Directors for its approval in November 2010 and a Notice to Proceed issued shortly thereafter. An approximately two-year construction period is anticipated, with the completion of this station expected in late fall of 2012.

The proposed **Blue Hill Avenue Station** has been the subject of significant community discussion over the past several months. A number of direct abutters have expressed concerns that this design concept developed to 60% by the MBTA – which includes two platforms adjacent to abutting properties – could negatively impact abutters. Responding to these concerns, the MBTA changed the design to incorporate a center island platform; the MBTA developed a 60% design of this new concept plan. The MBTA has continued to encounter opposition from abutters, however, as residents continue to question the need for and appropriateness of a station in this location. The MBTA has responded to the immediate neighborhood concerns by taking a step back in the planning/design process and preparing analyses of alternative station locations. Additionally, additional analysis of noise impact and mitigation measures is underway.

Final decision regarding station siting and design progress will be made by the MBTA in consultation with MassDOT, local residents, and local elected officials. At the request of local elected officials, the MBTA has delayed the design to try to work with the abutters to address concerns and facilitate consensus on the station siting and design program.

MassDOT remains committed to building a station at Blue Hill Avenue that accommodates, to the greatest degree possible, the concerns of local residents. Until further consensus is reached on certain elements of the project, MassDOT is unable to provide a new schedule for the completion of the design and construction of a Blue Hill Avenue station. MassDOT anticipates that new schedule with milestones for station completion will be developed in the next few months.

Project Funding

In August 2007, MassDOT (formerly 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 in Commonwealth bond funding was executed in June 2009 to advance construction of the stations at Four Corners. With this funding agreement in place, the MBTA has advertised, accepted bids, and awarded the construction contract to S&R Construction Enterprises, Inc. An additional funding agreement executed in February 2010 in the amount of \$76,152,300 will allow the advancement of the remaining stations, including Blue Hill Avenue.

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, MassDOT (formerly 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.

Community concerns regarding the station location at Blue Hill Avenue as well as an unsuccessful attempt to seek American Recovery & Reinvestment Act (ARRA) funds for the Four Corners Station will result in a delay of the Fairmount Improvements beyond the December 31, 2011 deadline in the SIP. MassDOT anticipates that the Four Corners, Talbot Avenue, and Newmarket Stations will be completed by the end of 2012, approximately one year beyond the SIP deadline.

MassDOT recognizes that this delay triggers the Project Delay component of the SIP regulation and that MassDOT therefore needs to prepare an Interim Emission Offset to be in place for the duration of the delay. MassDOT will consult with the MBTA to identify an appropriate interim measure. Currently, MassDOT and MBTA are investigating possible bus and rail service improvements for implementation before the end of 2011, which could be kept in place for the duration of the delay and then eliminated once all of the Fairmount Improvements are complete. Over the course of the next few months, MassDOT and the MBTA will develop a proposal for the interim offset proposal.

In January 2011, MassDOT will submit a petition to delay the project that will meet the requirements of the 310 CMR 7.36 (4) including a proposal for the interim offset project so that the public can comment on the proposal. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT is confident that this timeline will provide the Department with ample opportunity to review the proposal, seek public comment and provide MassDOT with its determination. Based on this schedule, MassDOT and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2011 deadline.

II. 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: 1,000 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), MassDOT 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 (MPO).

Planning Conformity

The construction of 1,000 new parking spaces is included in the Regional Transportation Plan of the Boston Region MPO, adopted in November 2009.

Project Status

In prior reports submitted to DEP, MassDOT identified two major garage projects (at the Beverly and Salem Commuter Rail Stations) that it planned to implement to provide the 1,000 park and ride spaces required under the SIP regulation. While MassDOT was focused on developing these two projects for the SIP commitment, the MBTA was also advancing a series

of other projects that would result in additional parking spaces in other locations. Following these two paths simultaneously, MassDOT and the MBTA would have constructed significantly more than the required 1,000 spaces.

However, unanticipated delays to the projects in both Beverly and Salem have extended the anticipated timelines for design and construction of those two facilities beyond the deadlines required by the SIP. Therefore, beginning with this Status Report, MassDOT has established a revised list of parking projects (provided below), which are together anticipated to be complete on or before December 31, 2011 in order to fulfill the necessary SIP commitments and requirements.

Please note that project status and updates on the Beverly and Salem Garages are provided at the end of this section for informational purposes.

Wonderland/Blue Line (Revere)

In a cooperative venture, the City of Revere, the Department of Conservation and Recreation (DCR), and the MBTA are working to advance a transit-oriented development (TOD) plan at Wonderland Station. The Master Plan for the TOD calls for residential, retail, office, and hotel space to be built on a series of surface parking lots currently used by transit riders. In exchange, the developer will build for the MBTA a new 1,400+ car parking garage to not only replace the parking lost by the development, but also to increase transit parking supply. This project will result in 612 net new transit spaces.

The garage had been substantially designed and in November 2009, the City of Revere and MassDOT secured funding under ARRA for construction of the garage. This unanticipated funding source substantially expedited the development of the project. With the use of the ARRA funds, as well as other MBTA and Commonwealth funds already secured for the project, the project is anticipated to move forward 24 months sooner than previously projected.

The MBTA has advertized the construction contract as a Design-Build contract and anticipates awarding the contract in the summer of 2010 with construction to begin in September 2010. The construction schedule currently anticipates a 14-month construction schedule, with an anticipated completion date of November 2011.

Beverly Depot/Commuter Rail

As part of a parking garage project in downtown Beverly, the MBTA purchased a parcel of land for use in a TOD portion of the project. In the fall of 2009, the MBTA added 122 surface level spaces on the purchased parcel, which are currently open for use by commuters.

Savin Hill/Red Line (Dorchester)

The MBTA purchased a parcel of land adjacent to the Savin Hill Red Line Station Project for the purpose of construction staging and related uses. Upon completion of the project, the parcel was converted to a 30-space surface lot, which is currently open for use by commuters.

Woodland/Green Line (Newton)

100 spaces were built as part of a joint development project. These spaces were opened and made available to the public in 2007.

Quincy Shipyard/Ferry

The MBTA purchased a site previously occupied by a series of abandoned buildings associated with the Quincy Shipyard. The buildings were deemed a safety hazard and subsequently razed. Construction of a 168-space commuter parking lot is complete and open to the public.

Location	Spaces	Status
Wonderland/Blue Line (Revere)	612	Expected Completion November 2011
Beverly Depot/Commuter Rail	122	Complete
Savin Hill/Red Line (Dorchester)	30	Complete
Woodland/Green Line (Newton)	100	Complete
Quincy Shipyard/Ferry	168	Complete
Total	1,032	

Project Funding

Of the 1,032 spaces reported, 420 are complete and the 612 at Wonderland/Blue Line (Revere) have identified funding sources. The following table provides detail on the funding sources for the reported locations:

Location	Funding Source (Percentage)
Wonderland/Blue Line (Revere)	ARRA (46) Federal Earmark (6) MBTA (23) State MORE ² Grant (20) State TOD Grant (5)
Beverly Depot/Commuter Rail	Federal Earmark (80) MBTA (20)
Savin Hill/Red Line (Dorchester)	MBTA (100)
Woodland/Green Line (Newton)	MBTA (100)
Quincy Shipyard/Ferry	Federal Earmark (80) MBTA (20)

SIP Requirement Status

MassDOT acknowledges that it has failed to meet the first of the interim milestones required for this element of the SIP. However, while the Beverly and Salem parking garages will more than likely not meet

² Massachusetts Opportunity Relocation and Expansion Jobs Capital Program

*the SIP mandated deadline, MassDOT and the MBTA expect that the identified 1,032 spaces (listed in the table above) will all be open for public use by December 31, 2011. Further, preliminary assessment indicates that the spaces, when utilized, could result in VMT and air quality savings in excess of the targets established in the **Description of Modeling Assumptions and Analysis Methodology for the State Implementation Plan Transit Commitment Projects Current and Proposed Substitutions** report dated May 2007 and prepared by the Central Transportation Planning Staff.*

Included for Informational Purposes:

MassDOT and the MBTA continue to believe that the proposed garages at Beverly and Salem Stations are important projects. Therefore, MassDOT is developing separate strategies and funding plans for these two projects. For the purpose of compliance with the SIP regulation, however, MassDOT proposes the parking spaces previously specified in this section.

Beverly

MassDOT and the MBTA identified the City of Beverly as a viable location for a 690-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 the advertised deadline of August 8, 2008. Based on these proposals, MassDOT 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 federal environmental review of the project, and the MBTA Board of Directors subsequently voted to acquire the property using state and federal funding.

Correspondingly, the MBTA worked with the City of Beverly to develop a separate Invitation to Bid (ITB), seeking a developer to build the parking garage. The ITB included a requirement to develop the site as a TOD project in which there would be housing and/or retail on the site as well as at the parking structure. The developer would commit to building at least 500 spaces dedicated for the use of MBTA commuters, in addition to the spaces necessary to support the private development. As required under the SIP regulations, the ITB required the developer to complete the project on or before December 31, 2011.

However, there were no responsive bidders to the ITB, likely due to the economic climate and the complexity of the type of development. As a result and at the request of the City of Beverly, MassDOT and the MBTA are moving forward with this project as a stand-alone 500-space parking structure without the TOD elements. Due to this change in project development, it is no longer possible that these new spaces will be completed on or before the SIP deadline.

Salem

MassDOT and the MBTA have been working with the City of Salem to design and construct a parking garage at the Salem commuter rail station. The originally proposed garage would have contained approximately 950 spaces in a multi-level structure to be shared proportionately between the MBTA and the Department of Capital Asset Management (DCAM). As part of the project, DCAM would contribute \$3 million in exchange for the use of 150 spaces to serve the

new Essex County Courthouse complex. Completion of a 950-space garage would have resulted in a net increase of approximately 460 commuter parking spaces at this facility.

However, a number of public issues then arose that could trigger significant cost increases as the design advanced. For example, there has been a public preference for a second entrance to the garage, which would require major roadway changes. In addition, high platforms may be required at the station in order to fully comply with accessibility standards. At this point, the project exceeds available funding. That reality has resulted in delays to the project that will make it very difficult to complete the project on or before December 31, 2011.

The MBTA is currently undertaking a complete review of the project with the objective of scaling back the overall project cost. The result will be likely a garage with approximately 600 spaces, which will include the raised platform, a single vehicular entrance, and reduced architectural finishes. Additionally, the MBTA is evaluating the feasibility of combining the MBTA parcel with a parcel owned by the City of Salem.

III. 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 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 SIP regulations require only that MassDOT complete final design for the project. Construction of the Red Line/Blue Line Connector is not required by the SIP regulations.

Planning Conformity

The concept of a Red Line-Blue Line connector project has been included in all relevant transportation planning documents, although the 2009 amendment to the Regional Transportation Plan of the Boston Region MPO changed that funding commitment from a commitment to construction to a commitment to design.

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

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 have been held with the most recent one on February 23, 2010. A public meeting on the DEIR was held on May 3, 2010.

- A project website has been launched.

Refinement of Alternatives/Conceptual Engineering

- Refinement of 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 eliminated. 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.
- The 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 DEIR.

Project Funding

The 'immediate needs' Transportation Bond Bill of 2007 provides state bond funding for the design of the Red Line/Blue Line Connector project. The estimated funding needed to complete design has increased from the previous \$30 million estimate to \$52 million, according to the new cost estimates completed during the development of the DEIR.

SIP Requirement Status

By filing an Expanded Environmental Notification Form and having filed a DEIR, MassDOT is advancing the Red Line/Blue Line Connector project. MassDOT is currently drafting responses to public comments on the DEIR.

IV. 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.*
- *Upon completion of all of the above milestones, DEP and MassDOT shall establish a schedule for project construction and deadlines for project completion.*

Project Description

Intended to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development, this project will extend the MBTA Green Line from a relocated Lechmere Station along the MBTA's Lowell Line right-of-way to Medford with a branch line along the MBTA's Fitchburg Line right-of-way to Union Square in Somerville.

Proposed Stations

Details of the design of the stations, including the relationship of the stations to the pedestrian, bicycle, and bus networks around them, will be developed more fully in the Preliminary Engineering phase. MassDOT has initiated a series of public design workshops to engage the

public in developing the 'look and feel' of the stations and the areas around the station, and will use the information collected at those events to inform the design and engineering work.

Stations are currently proposed for:

- **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.
- **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.
- **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.
- **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.
- **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.
- **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. *This station is proposed to be constructed as part of a second phase of the Green Line Extension project, to be completed after the December 31, 2014 legal deadline. Many design and access details remain to be developed for a station in this location, and MassDOT is initiating a public planning process to consider options for both a potential future station and*

development in the area. An extension of the Green Line to Route 16/Mystic Valley Parkway is outside the bounds of the SIP commitment.

Vehicle Storage and Maintenance Facility

The Green Line Extension will also require the construction of a new light rail support facility for vehicle care and storage in the vicinity of the Green Line Extension. MassDOT has recently identified a new Preferred Alternative for the location of the facility, a location known as Option L in the Brickbottom/Inner Belt area of Somerville. The new location eliminates many of the negative neighborhood impacts associated with the original site proposed by MassDOT, and presents the best opportunities to further long-term planning and development objectives in the area.

The selection of the Option L site was the culmination of a community planning process that engaged community advocates, local residents, business people and elected officials at all levels with MassDOT planners and engineers. MassDOT received valuable input throughout the planning process and will continue to work with interested individuals and organizations, including municipal officials and staff, on specific design elements of the facility.

MassDOT has developed extensive analytical information on the siting of a northside Green Line vehicle storage and maintenance facility. It can all be found under 'Relevant Documents' at:

<http://www.greenlineextension.org/currentmaterials.asp?area=mls>

Planning Conformity

The Green Line Extension project has been included in all relevant transportation planning documents, including Transportation Improvement Program for the Boston Region MPO, 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 project:

- **Environmental Review**
 - Storage and Maintenance Facility Alternatives Analysis
 - Completed full environmental analysis of Yard 8, Option L, and Mirror H sites.
 - Selected and announced Option L site as preferred maintenance facility site location (*see description above*).
 - Final Environmental Impact Report (FEIR)
 - Finalized additional analysis of the following elements for inclusion in the FEIR, including:

- Clarification of air quality analysis/modeling assumptions.
 - Summary description of College Avenue Station functioning as a terminal station.
 - Redesign and environmental analysis of redesigned Lechmere Station.
 - Environmental analysis of storage and maintenance facility alternative sites.
 - Preparation of a detailed Public Involvement Plan for next steps of project.
 - Summary of project benefits and impacts.
 - Discussion of draft Section 61 findings and mitigation commitments.
 - Responses to 2,400+ individual comments (400+ DEIR comment letters).
 - Submitted FEIR to MEPA on June 15, 2010.
- **Final Environmental Assessment (Final EA)**
 - Continue building sound insulation mitigation measurements.
 - Continue detailed vibration mitigation measurements.
 - Continued preparation of submittal to the Massachusetts Historical Commission.
 - Initiated evaluation of station designs based on feedback received from the FTA on access and layout.
 - Continued analysis of feasibility and impacts associated with station refinements.
- **FTA New Starts Program**
 - Coordinated with the Central Transportation Planning Staff on submission of travel forecasts.
 - Initiated analysis of 'level-boarding' challenges on the Green Line.
 - Continued development of New Starts application materials on topics including:
 - Real estate acquisition
 - Safety and security
 - Operations and management
 - Vehicle procurement
 - Project schedule
 - Project design
 - Project risk
 - Quality assurance
- **Advanced Conceptual Engineering**
 - **Geotechnical Program**
 - Continued conducting borings throughout the project corridor.
 - Continued to provide weekly updates to public on geotechnical work areas.
 - **Survey**
 - Continued intersection surveys; property survey from the public way, the railroad right-of-way and some private properties; and utility survey within railroad right-of-way.
 - Continued drafting base plans.

- Continued to provide weekly updates to public on survey work areas.
- Hazardous Material Remediation
 - Continued environmental oversight of the geotechnical boring program (submitted samples for laboratory analysis).
 - Continued to coordinate with MBTA on abutter contacts for testing and borings.
- Community Path Survey/Geotechnical Analysis
 - Continued Community Path topographic survey and cross sections in Somerville.
 - Continued refinements to conceptual design of Community Path alignment.
 - Continued revisions plan and wall sections based on Green Line wall redesign.

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

- Submission of a Final Environmental Assessment – Autumn 2010
- Submission of FTA New Starts application materials – On-going
- Public Station Design Workshops – Autumn 2010
- Advanced Conceptual Engineering – On-going

Project Funding

MassDOT is pursuing federal funding – through the competitive New Starts program managed by FTA – to support the construction of the Green Line Extension project. MassDOT is working closely with the FTA and a Project Management Oversight Consultant (PMOC) engaged by FTA to review and ready all application materials for formal submission. New Starts submission is a lengthy and on-going process.

SIP Requirement Status

By filing an Expanded Environmental Notification Form, soliciting proposals for a design consultant, 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 greater 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 – is now transitioning the project from the planning and environmental review phases to design, engineering, and eventual construction, coupled with the tasks associated with applying for New Starts funding. This transition brings MassDOT into closer partnership with the MBTA for the joint development of the Green Line Extension project; it also brings greater clarity to the overall schedule for the ultimate completion of the project. Given the complexity of the project and sheer length of time required for construction, MassDOT is currently estimating that the Green Line Extension project can be ready for in-service start-up by October, 2015, approximately 10 months beyond the legal deadline of December 31, 2014. This estimate requires MassDOT to accelerate certain construction elements associated with the project, and assumes no major unanticipated controversies or complications.

In January 2011, MassDOT will submit a petition to delay the project that will meet the requirements of the 310 CMR 7.36 (4) including a proposal for the interim offset project so that the public can comment on the proposal. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT is confident that this timeline will provide the Department with ample opportunity to review the proposal, seek public comment and provide MassDOT with its determination. Based on this schedule, MassDOT and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2014 deadline.