



Massachusetts Department of Transportation

**Transit Commitments
October 2010 Status Report**

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INTRODUCTION

This report is being submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to provide an update on the status of the four outstanding State Implementation Plan (SIP) transportation control measure (TCM) projects: (1) improvements to the Fairmount Line, (2) the siting and construction of 1,000 new commuter parking spaces, (3) the design of the Red Line/Blue Line Connector, and (4) the construction of the Green Line Extension to College Avenue (Medford) and Union Square (Somerville). The U.S. Environmental Protection Agency (EPA) approved the projects as part of the SIP on July 31, 2008. A complete description of the process by which those projects were included in the SIP is provided in the Boston Region MPO's long-range transportation plan – JOURNEY TO 2030 Amendment adopted on September 24, 2009 and amended on November 19, 2009. As part of the approval of the JOURNEY TO 2030 Amendment, FHWA and FTA stated:

“The demonstration of timely implementation of TCMs in the SIP is required for a conformity determination. In order to ensure that the TCMs are completed as scheduled, the Executive Office of Transportation and Public Works shall prepare monthly progress reports to FTA, FHWA, and EPA. In addition to these progress reports EOT [MassDOT after November 1, 2009) shall convene monthly meetings with all interested parties to discuss the status of each TCM. This reporting requirement will be effective starting November 2009.”

This is the tenth update of the required monthly status reports, to be presented at the Boston MPO's Transportation Planning and Programming Committee at their October 2010 meeting. This report builds on the *State Implementation Plan Transit Commitments 2010 Status Report*, submitted to the Massachusetts Department of Environmental Protection on July 9, 2010. This report will be posted on the website of the Massachusetts Department of Transportation.

I. FAIRMOUNT LINE IMPROVEMENT PROJECT

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.

Project Cost

The total estimate for the Fairmount Line Improvements SIP Project is \$138,105,000.

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 station 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 Deadline

“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).”

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 to begin in either late 2010 or 2011. Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as Talbot Avenue Station (see below), while the Neponset River Bridge is being advertised as a stand-alone construction project occurring at the same time. Neponset River Bridge bids were opened October 2010 and are being reviewed by MBTA staff.

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

Four Corners Station is under construction and 35% complete. A Notice to Proceed was issued to S&R Construction Enterprises, Inc. on January 28, 2010. The project is on schedule for substantial 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 held. This construction package includes the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. The MBTA Board of Directors authorized award of a \$15.9 million construction contract to Barletta Construction, and the MBTA issued the Notice of Award on Sept. 10th 2010; Notice to Proceed to be issued in October upon provision of insurance/bonding requirements. An approximately two-year construction period is anticipated, with the completion of the station and the bridges by October/November 2012.

Newmarket Station construction bid opening was held on Sept. 16th, 2010. The MBTA Board of Directors at its Oct. 6th, 2010 meeting authorized a contract award to S & R Construction Enterprises. Issuance of Notice to Proceed is pending. 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 the initial 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, and 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 an analysis of alternative station locations. Additional analysis of noise impact and mitigation measures is underway.

A 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 a new schedule with milestones for station completion will be developed in the next few months.

Potential Challenges

Should the construction projections for the Four Corners, Talbot, and Newmarket Stations prove accurate; the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop an air quality mitigation proposal for the time between the project deadline and project competition. In addition, abutter concerns about the preferred location for a Mattapan station impacts the final completion schedule for the overall Fairmount project.

II. CONSTRUCTION OF 1,000 NEW PARKING SPACES

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).

SIP Deadline

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.

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. 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.

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 1,465 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, it is anticipated to move forward 24 months sooner than previously projected.

The MBTA has advertised the construction contract as a Design-Build contract and on September 9th, 2010 authorized the City of Revere to award the Design/Build contract to Suffolk Construction. Notice to Proceed was issued on September 9th, 2010 to Suffolk. A project groundbreaking occurred on Sept. 13th, 2010. The construction schedule currently anticipates a 14-month construction schedule, with an anticipated completion by the end of 2011.

Beverly Depot/Commuter Rail

As part of the 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. Concept design has begun on a future structured garage facility on the site and 30% design plans are to be completed in Fall 2010. The MBTA in August submitted an application to the Inspector General's office seeking approval to implement the project under a Construction Management at Risk procurement.

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 ¹ 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)

Potential Challenges

With 420 spaces of the identified 1,032 parking spaces complete, and the Wonderland/Blue Line (Revere) garage funding sources identified, it is anticipated that MassDOT will meet the December 31, 2011 SIP deadline for this commitment. However, should the construction timeline for the Wonderland/Blue Line (Revere) garage take longer than anticipated, the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop a mitigation proposal for the interim months.

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 –

¹ Massachusetts Opportunity Relocation and Expansion Jobs Capital Program

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), a document that sought 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 triggered significant cost increases as the design advanced. For example, there is a public preference for a second entrance to the garage, which would require major roadway changes. In addition, high-level platforms are necessary 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 likely be 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

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.

Project Cost

It is estimated that it will require \$52,000,000 to complete the legal commitment (the current consultant contract is for \$3,000,000 through June 2011).

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 Deadline

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 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.

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.

Potential Challenges

There has been some unfavorable press coverage about the Red Line/Blue Line project spending \$3 million on a project that does not currently have capital funds for construction. As updated cost estimates were provided to the working group at the last meeting, concerns were raised about the significant increase in project costs compared to the Expanded Environmental Notification Form cost (\$624 million versus \$264 million).

Many members questioned the merit of completing design on the project given the significantly higher design cost (estimated at \$49 million remaining to complete final design).

IV. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

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 (East Cambridge) to College Avenue in Medford, with a branch to 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 tracks. Access to the station will be provided via property adjacent to Boston Avenue and Route 16. *This station is proposed to be constructed as part of a second phase of the project. This phase is not part of the Commonwealth’s SIP Commitment, and it will not be part of the Commonwealth’s application for New Starts funding.*
- **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.

Details of the design of the stations – including the relationship of the stations to the pedestrian and street networks around them – will be developed more fully in the Preliminary Engineering phase.

Support Facility

The Green Line Extension will also require the construction of a new light rail vehicle storage and maintenance facility for vehicle care and storage in the vicinity of the Green Line Extension. MassDOT has identified a location known as ‘Option L’ as its preferred alternative for the location of the support facility. MassDOT is currently working on conceptual designs for the maintenance facility and its associated storage areas.

Project Cost

The Draft Environmental Impact Report/Environmental Assessment for the Green Line Extension project included concept plans (at the 10% level) for the alternative alignments considered for the Green Line Extension project, as well as detailed capital cost estimates for those alternatives. More information on cost projections for the Green Line Extension project can be found at:

[https://www.commentmgr.com/Projects/1228/docs/GLX%20cost%20breakdown%20\(DEIR\).pdf](https://www.commentmgr.com/Projects/1228/docs/GLX%20cost%20breakdown%20(DEIR).pdf). The capital improvements include, but are not limited to: construction of track, station structures, drainage, utilities, property acquisitions and relocations, vehicle acquisitions, and the construction of a vehicle maintenance facility. The project cost also includes relocating the existing Lechmere Station. The total cost is estimated at \$805 million in 2008 dollars, including \$76 million for the purchase of new vehicles. The total estimated costs for the project have been increased to include inflation for the implementation period (Year of Expenditure Dollars or “YOE”). The YOE dollar costs for the project are projected to be \$953.7 million, which includes the costs of the Option L vehicle support facility alternative.

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. In

2008, the FTA engaged a Project Management Oversight Consultant (PMOC) to undertake a review of the preliminary cost estimate for the Green Line Extension Project. The PMOC review identified a number of issues that introduce risk into this preliminary cost estimate. The most significant issues relate to construction methodology and schedule. As a result, FTA was not able to endorse the cost estimates at that time. In January of 2010, MassDOT and FTA initiated more close collaboration on the development of a complete New Starts application for the Green Line Extension project, including oversight and assistance from a new Project Management Oversight Consultant, and that effort is and will be ongoing. Part of that effort will be the refinement of cost, scope, and schedule projections.

SIP Deadline

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.

Project Status

The following work has been completed or is currently on-going in support of the Green Line Extension project:

Environmental Review

- State-level environmental review (MEPA) – Completed July 2010
- Federal-level environmental review (NEPA) – Anticipated December 2010

Public Outreach

- Advisory Groups – 11 held
- Station Workshops (February 2008) – 5 held
- Interagency meetings (ongoing) – 31 held to date
- Neighborhood briefings– 16 held to date
- Public agency and local official briefings (ongoing) – 43 held to date
- Institution and business group meetings (ongoing) – 3 held to date
- Public Meetings – 6 held to date
- Advisory Group Tutorials – 3 held
- Public Hearing – 1 held for DEIR/EA
- Land Use Workshops – 3 held
- Design Working Group – Established Summer 2010; 1 meeting held, 1 subcommittee meeting held

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 MassDOT, the MBTA and their consultant are currently developing vehicle specifications). The MBTA intends to advertise for vehicle procurement shortly.

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

Cost Estimates

- Completed

Construction Staging and Sequencing Plans

- Completed FTA

Real Estate Requirements

- Potential real estate impacts have been identified as part of DEIR/EA. MassDOT 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:

- FTA New Starts Application – Ongoing
- Procurement of Project Manager/Construction Manager team
- Initiation of Preliminary Engineering

Potential Challenges

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. MassDOT and the MBTA are continuing to investigate ways to reduce or eliminate this projected delay.

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.