



Massachusetts Department of Transportation

**Transit Commitments
January 2011 Status Report**

January 20, 2011

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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 thirteenth update of the required monthly status reports, to be presented at the Boston MPO's Transportation Planning and Programming Committee at their January 20, 2011 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 \$135,000,000.

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 completed in 2010. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is completed and construction is beginning (see below). Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as Talbot Avenue Station, while three Neponset River bridges are being advertised separately (see below).

Bids for replacement of the Neponset River Bridge (just north of Fairmount Station at milepost 220.78) were opened on November 3, 2010. The low bidder was Barletta Construction. Contract authorization was given at the January 2011 MBTA Board of Directors meeting, and construction is anticipated to start as soon as possible. Two other Neponset River bridges are being replaced: one bridge in the Readville Yard area and one bridge south of Fairmount Station (to be packaged with Yard 5 environmental remediation). Bids were opened on October 13, 2010. The low bidder is S & R Construction Enterprises, with contract award authorization also given at the January 2011 MBTA Board of Directors meeting.

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 is now 52% complete. A Notice to Proceed was issued to S&R Construction Enterprises, Inc. on January 28, 2010. Four Corners Station is on schedule for substantial completion by December 2012.

The **Talbot Avenue Station** and **Talbot and Woodrow Avenue Bridges Replacement Project** was advertised and opened for bids in May 2010. 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 a Notice of Award on September 10, 2010. The Notice to Proceed was then issued October 22, 2010. A community meeting at which the contractor discussed construction start-up activities was held on November 18, 2010. A construction period of approximately two years is anticipated, with the completion of the station and the bridges anticipated by October/November 2012. Construction is currently 15% complete.

Construction of **Newmarket Station** was awarded to S & R Construction Enterprises at the MBTA Board of Directors meeting on October 6, 2010. Issuance of a Notice to Proceed is pending. An approximately two-year construction period is also 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 small 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 a small group of immediate abutters. Responding to these concerns, the MBTA changed the design to incorporate a center island platform; the MBTA then 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 was also completed.

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. A final decision regarding station siting will be made by the MBTA in consultation with MassDOT, local residents, and local elected officials.

Potential Challenges

Should the current construction projections for the Four Corners, Talbot, and Newmarket Stations prove accurate, the anticipated delay will trigger the need for MassDOT to publicly develop a mitigation proposal for the interim months between project deadline and project completion. In addition, abutter concerns about the preferred location for the Blue Hill Avenue station and related delays will impact the final completion schedule for the overall Fairmount project.

In January 2011, MassDOT began the formal process of creating a package of potential interim offset measures in order to reach the air quality goals intended to be met by the Fairmount project for the anticipated months of delay. MassDOT has begun to work with stakeholders to identify potential interim offset measures, including increased bus

and rail services in the corridor. Through the winter of 2011, MassDOT will continue to engage the Central Transportation Planning Staff in modeling potential measures in order to determine the air quality benefit provided. MassDOT will then seek public comment on the proposed interim measures. 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.

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 construct in order 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. That being the case and as previously reported, 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 project calls for residential, retail, office, and hotel space to be built on a series of existing surface parking lots currently used by transit riders. In exchange, the developer will build the MBTA a new 1,465-car parking garage to not only replace the parking lost due to the development but also to increase transit parking supply. This project will result in 612 net new transit spaces.

With the garage substantially designed, 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 entered into a Memorandum of Understanding with the City of Revere to award a construction contract via a municipal earmark. On September 9th, 2010, the MBTA authorized the City of Revere to award a Design/Build contract to Suffolk Construction. Notice to Proceed was issued September 9th, 2010 and a project groundbreaking occurred on September 13th, 2010. The construction schedule currently anticipates a 14-month construction schedule, with anticipated completion by the end of 2011.

Beverly Depot/Commuter Rail

As part of a larger parking garage project in downtown Beverly, the MBTA purchased a parcel of land for eventual 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. Conceptual design has begun on the proposed garage and TOD facility on the site, with 30% design plans completed in Fall 2010. The MBTA gained approval from the Inspector General's office to implement the overall project under a Construction Manager at Risk procurement. The MBTA anticipates awarding a contract for final design and Construction Phase services at the March 2011 MBTA Board of Directors meeting. They also anticipate advertising for proposals from Construction Manager at risk firms in the first quarter of 2011.

Savin Hill/Red Line (Dorchester)

The MBTA purchased a parcel of land adjacent to the Savin Hill Red Line Station for the purpose of staging and related uses during construction. Upon completion of the project, the parcel was converted to a surface lot, which is currently open for use by commuters. It has been brought to the attention of MassDOT that our original count of 30 spaces at Savin Hill was incorrect. A reexamination of Savin Hill revealed that the lot has 28 spaces, with 22 available for use by daily commuters. Of the 28 overall spaces, three are reserved for MBTA employee use and three are reserved for use by ZipCar members. MassDOT apologizes for the error.

Woodland/Green Line (Newton)

100 spaces were built as part of a joint development project in this area. 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)	22	Complete
Woodland/Green Line (Newton)	100	Complete
Quincy Shipyard/Ferry	168	Complete
Total	1,024	

Project Funding

Of the 1,024 spaces reported, 412 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 412 spaces of the identified 1,024 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 an offset proposal for the interim months.

¹ Massachusetts Opportunity Relocation and Expansion Jobs Capital Program

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, MassDOT (formerly EOT) filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office (MEPA). 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. A public meeting on the DEIR was held on May 3, 2010.
- A project website is up and running.

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 the DEIR.

By filing an Expanded Environmental Notification Form and having filed a DEIR, MassDOT is advancing the Red Line/Blue Line Connector project.

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 identified capital funds for construction. As updated cost estimates were provided to the Working Group, concerns

were raised about the significant increase in project costs compared to the cost identified in the Expanded Environmental Notification Form (\$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) and given the lack of identified construction funds.

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. MassDOT and the MBTA are exploring designs that will also provide pedestrian access from the Burget Avenue neighborhood (northeast of the station site).
- **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 extension of the 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 extension of the Somerville Community Path will be located in close proximity to the station.
- **Washington Street, Somerville** – Located in the vicinity of Washington and Joy Streets proximate to Somerville's Brickbottom 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. In response to public input, MassDOT and the MBTA are exploring slight modifications to the location of this station, as well as alternative designs for the station itself.
 - **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, at different levels, 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.

Vehicle 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 vehicle 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:

http://greenlineextension.eot.state.ma.us/documents/about/GLX_CostBreakdownDEIR.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 estimated costs for the project have been adjusted to include inflation for the implementation period (Year of Expenditure Dollars or "YOE"). The YOE dollar costs for the project are currently projected to be \$953.7 million, which includes the costs of the Option L vehicle support facility alternative. MassDOT is working closely with the FTA to refine and confirm the

cost projections for the Green Line Extension project, a process that will be ongoing as the project evolves.

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 January of 2010, MassDOT and FTA initiated formal collaboration on the development of a complete New Starts application for the Green Line Extension project, including oversight and assistance from a Project Management Oversight Consultant (PMOC), and that effort is and will be ongoing. MassDOT is working in close collaboration with FTA and the PMOC to prepare for a Risk Assessment Workshop, which is crucial to moving ahead with the New Starts application process.

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) – Environmental Assessment submitted to FTA 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; 2 meetings held, 4 subcommittee meetings 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 advertised for vehicle procurement in January 2011.

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Cost Estimates

- Completed

Construction Staging and Sequencing Plans

- Completed

Real Estate Requirements

- Potential real estate impacts have been identified as part of the DEIR/EA. MassDOT will continue to work with the project team and the MBTA to investigate opportunities to minimize property impacts during Preliminary Engineering. In the interim, MassDOT and the MBTA are collaborating on necessary background and support work to be ready for the process of property acquisition.

Consultant Support - Procurement of Project Management/Construction Management Team

- Underway

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

- FTA New Starts Application – Ongoing
- Initiation of Preliminary Engineering – Anticipate for Winter 2011

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.

When appropriate, 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 and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2014 deadline.