

TRANSIT PROJECTS IN THE RECOMMENDED PLAN

Table 13-5 lists the transit projects funded under the capacity expansion program, their total costs for the period of construction, and when they are projected to be completed. A brief project description of each project and its cost for the period of construction is provided below. The location of each project is shown in Figure 13-1.

TABLE 13-5
EXPANSION TRANSIT PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	2010	2011-2015	2016-2020	2020-2025	2026-2030	COMMON-WEALTH TRANSIT FUNDS	MPO HIGHWAY FUNDS
RECOMMENDED TRANSIT PROJECTS							
FAIRMOUNT LINE IMPROVEMENT PROJECT (BOSTON)	\$47,000,000	\$67,000,000				\$114,000,000	
RED-BLUE CONNECTOR - DESIGN ONLY (BOSTON)	\$6,000,000	\$23,000,000				\$29,000,000	
1000 NEW PARKING SPACES (REGIONWIDE)	\$7,000,000	\$62,100,000				\$69,100,000	
RUSSIA WHARF FERRY TERMINAL (BOSTON)		\$2,200,000				\$2,200,000	
GREEN LINE EXTENSION FROM LECHMERE STATION TO COLLEGE AVENUE (CAMBRIDGE AND SOMERVILLE)*	\$49,000,000	\$885,000,000				\$934,000,000	
GREEN LINE EXTENSION FROM COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY (SOMERVILLE AND MEDFORD)			X (\$185,031,000 FROM HIGHWAY FUNDING)				\$185,031,000
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)**		\$40,000,000 X (\$11,699,000 FROM HIGHWAY FUNDING)					\$11,699,000
WONDERLAND SOUTH PARKING GARAGE (REVERE)			X (\$61,166,000 FROM HIGHWAY FUNDING)				\$61,166,000
TOTAL	\$109,000,000	\$1,039,300,000	\$0	\$0	\$0	\$1,148,300,000	\$257,896,000

X indicates that highway funding is flexed to transit - total funds are shown in Table 13-3.

* 50% of the total cost is assumed to be funded from the Federal Transit Administration's New Starts program.

** Assembly Square Orange Line Station - \$40,000,000 is from Non-MPO revenues including federal and state earmarks, and other state, local, and private funds. \$10,000,000 is flexed from MPO highway funding to this project.

FAIRMOUNT LINE IMPROVEMENTS (\$114,000,000)

Description

The 9.2-mile Fairmount commuter rail line, which runs out of 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 a 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; however, 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 (both completed in 2007); 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 an upgraded signal system (required to advance the bridge reconstruction work). These upgrades will enhance future service, allowing for increased frequency on the line.

The Fairmount Line Improvement project is included as a specific project in the Massachusetts Department of Environmental Protection's State Implementation Plan (SIP). The SIP contains procedures and programs for monitoring, controlling, maintaining, and enforcing compliance with national air quality standards. The improvements are required to be constructed and open for full public use before December 31, 2011.

SIP Status

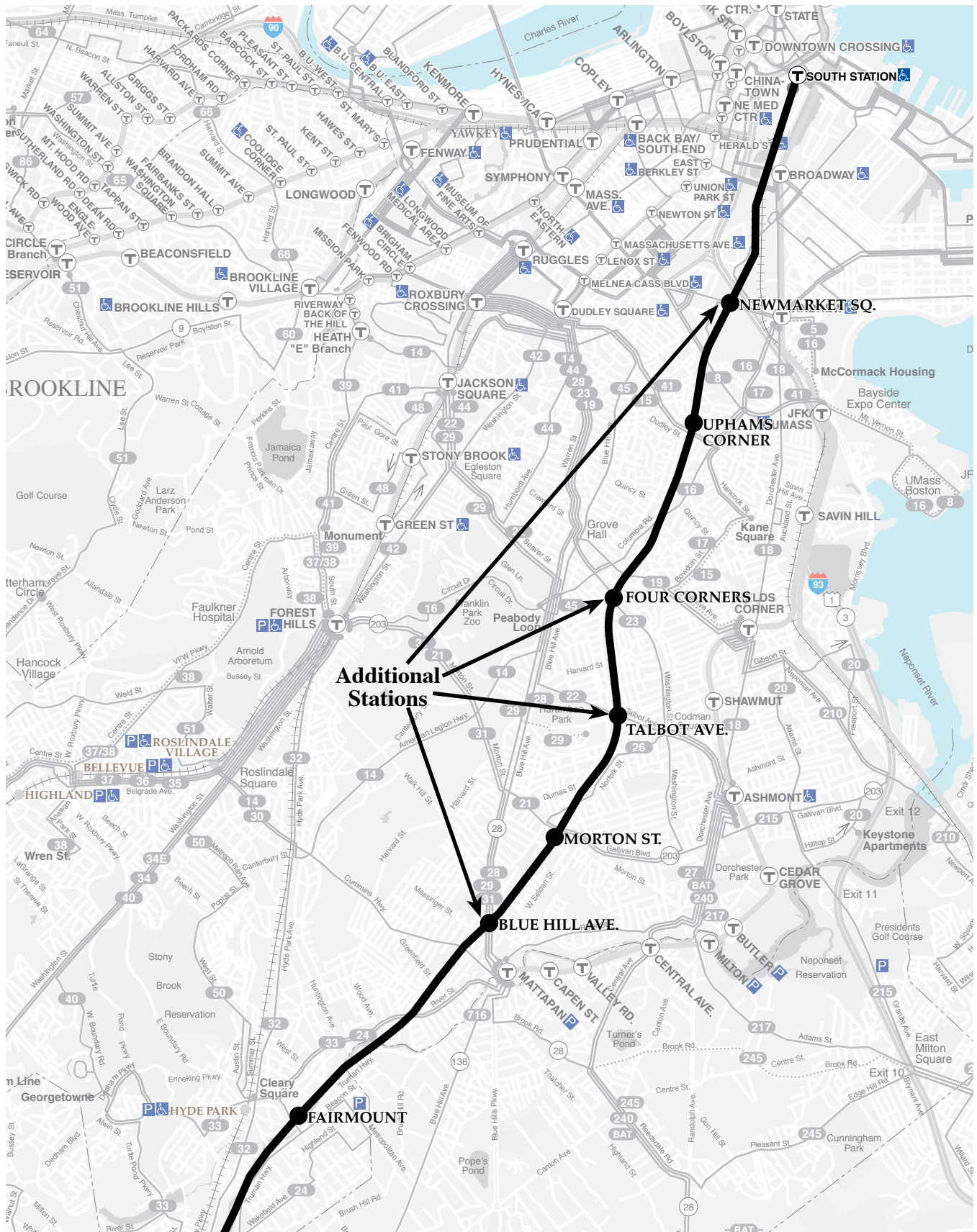
In August 2007, the MBTA Board of Directors voted to approve the construction contract for the three bridges (Columbia Road, Quincy Street, and Massachusetts Avenue). The current esti-

mated 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 (all necessary tasks for preliminary engineering through final design for Newmarket, Talbot Avenue, and Blue Hill Avenue stations), as well as the design for the upgrades to the three additional bridges (Talbot Avenue, Woodrow Avenue, and Neponset River). With these two actions, EOT and the MBTA met the first interim milestone for the Fairmount Line Improvement Project.

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

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

MAP 13-30 FAIRMOUNT LINE IMPROVEMENTS



RED LINE – BLUE LINE CONNECTOR (DESIGN ONLY) (\$29,000,000)

Description

The proposed Red Line–Blue Line Connector is intended to improve mobility and regional transportation access for residents of East Boston, North Shore communities, Cambridge, and the northwestern suburbs, and to relieve congestion in the central subway. The Red Line–Blue Line Connector consists of an extension of the MBTA Blue Line under Cambridge Street to the Charles/MGH Red Line station. 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 headhouse. The project will also consider whether and how to make use of the existing Bowdoin Station, which would require significant rehabilitation, possibly including the relocation of underground track and platforms at Bowdoin Station to eliminate an existing looptrack. The exact configurations of both the Charles/ MGH platform and the new Blue Line station have not been determined.

The design of the Red Line–Blue Line Connector is included as a specific project in the Massachusetts Department of Environmental Protection's State Implementation Plan (SIP). The SIP contains procedures and programs to monitor, control, maintain, and enforce compliance with national air quality standards. The design is required to be completed before December 31, 2011.

SIP Status

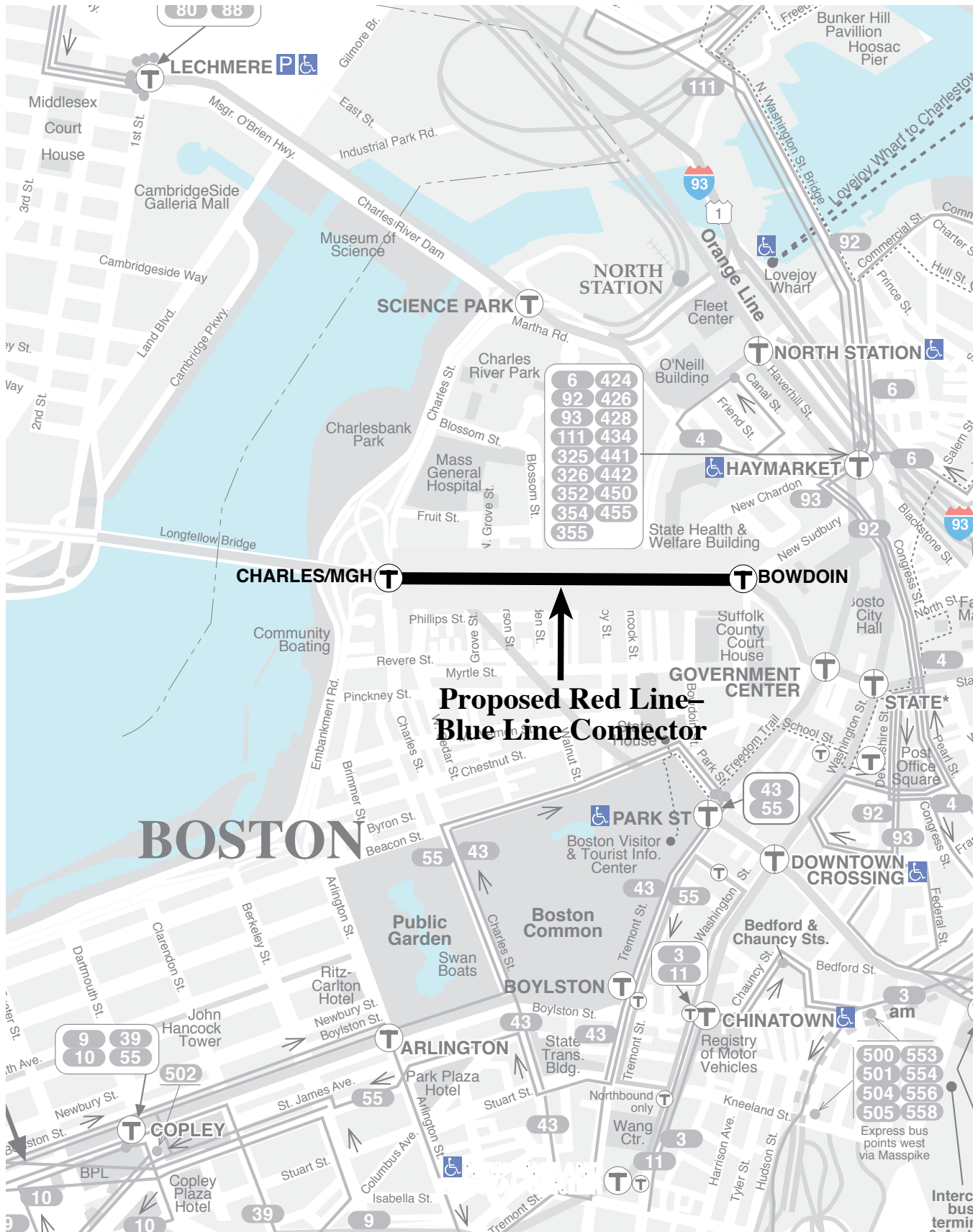
On September 14, 2007, EOT filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office. A public scoping session was held on October 17, 2007, and the Secretary of Energy and Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope as defined in the MEPA Certificate, EOT

issued a Request for Proposals on March 27, 2008, for a consultant to complete the necessary environmental reviews and engineering for the project. EOT awarded the contract during the summer of 2008.

EOT is completing the necessary environmental reviews and conceptual engineering for the project. At that point, the effort will be transferred to the MBTA to complete final engineering as required by the SIP. As part of its overall commitment to the SIP as a whole, EOT will ensure that the transition of the project to the MBTA is smooth and that the SIP mandate for final design is met.

By filing an Expanded Environmental Notification Form and soliciting proposals for a design consultant, EOT is advancing the Red Line–Blue Line Connector project. EOT currently believes that it is on track to meet the SIP requirement to complete final design for the Red Line–Blue Line Connector by December 31, 2011.

MAP 13-31 RED LINE - BLUE LINE CONNECTOR (DESIGN ONLY)



1000 ADDITIONAL PARK AND RIDE SPACES (\$69,100,000)

Description

The MBTA will construct 1,000 new parking spaces at MBTA stations within the 101 member municipalities of the Boston Region Metropolitan Planning Organization (MPO) 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 construction of the parking spaces is included as a specific project in the Massachusetts Department of Environmental Protection's State Implementation Plan (SIP). The SIP contains procedures and programs for monitoring, controlling, maintaining, and enforcing compliance with national air quality standards. The spaces are required to be constructed before December 31, 2011.

Two specific locations have been chosen for the 1,000 new parking spaces. They include:

Beverly

EOT and the MBTA have identified the City of Beverly as a viable location for a 500-space parking facility. On June 8, 2008, the MBTA solicited bids for appropriate parcels in the vicinity of the Beverly commuter rail station for a mixed-use development that will include parking as well as other uses. Proposals were received by the advertised deadline of August 8, 2008. Based on the proposals, EOT and the MBTA selected a preferred location on a series of parcels on Rantoul Street in downtown Beverly. Based on that selection, the MBTA completed the federal environmental review of the projects. At its meeting on June 4, 2009, the MBTA Board of Directors voted to acquire the property using state and federal funding. Once the parcel acquisition is finalized, the MBTA will move forward with the procurement of a developer for the site.

Salem

The proposed parking garage at the Salem commuter rail station will have approximately 750 spaces in a multi-level structure that will be

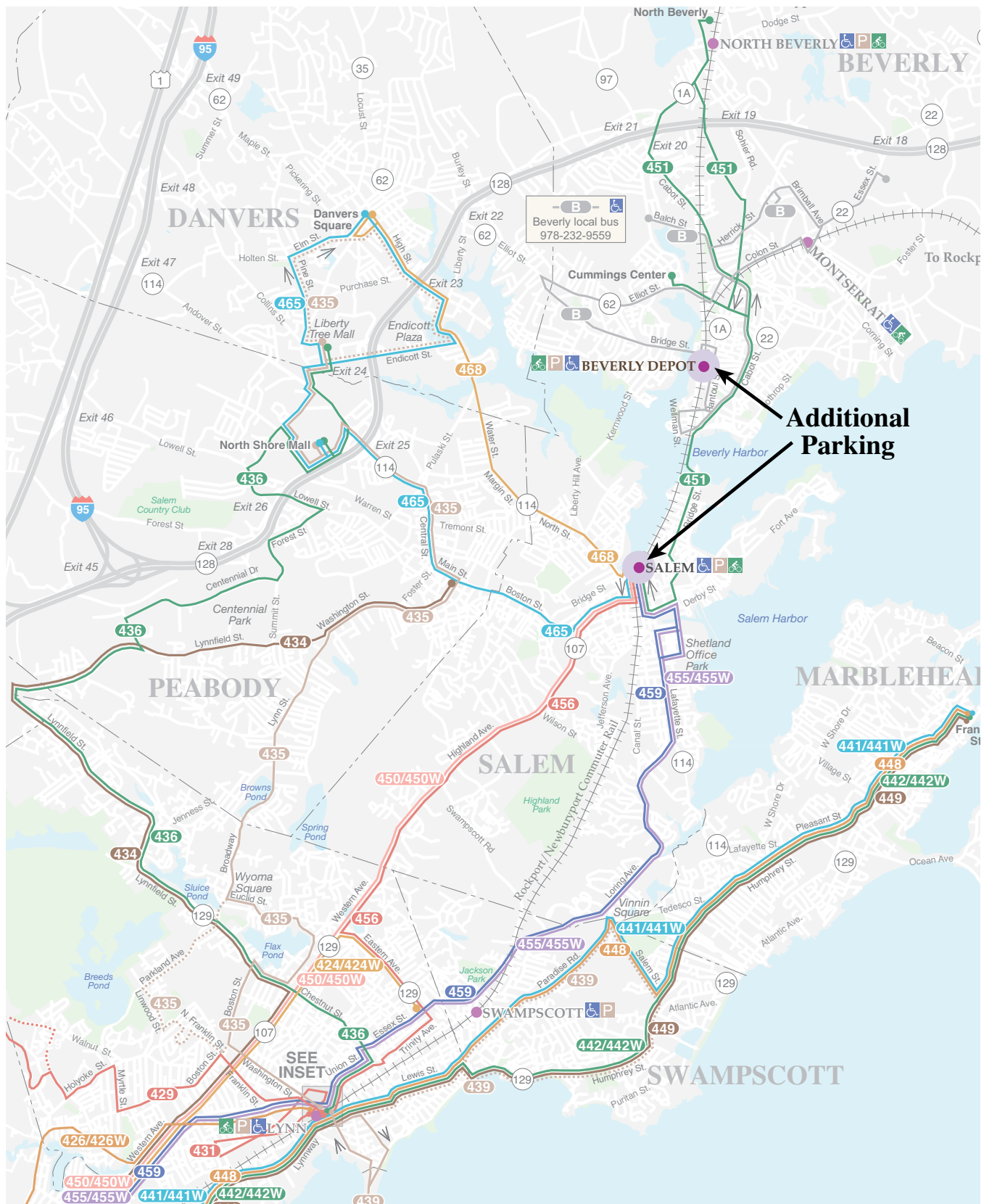
shared proportionately between the MBTA and the Massachusetts Department of Capital Asset Management (DCAM). Currently, DCAM proposes to contribute \$3 million in exchange for the use of 150 spaces to serve the new Essex County Courthouse complex. In addition to the \$3 million in DCAM funding, the Federal Transit Administration has earmarked \$3.6 million for the project.

A contract amendment to advance the design of the garage to 30% was recently approved by the MBTA and work commenced in early June 2009. Completion of this project will result in the net increase of approximately 500 parking spaces at this facility.

SIP Status

EOT acknowledges that it has failed to meet the first of the interim milestones required for this element of the SIP. EOT is also mindful of the approaching 2011 deadline, and is collaborating with the MBTA to advance this project. If a deadline becomes unachievable, EOT will notify the Department of Environmental Protection and the public and will implement any necessary mitigation, as required by the SIP, in a timely manner.

MAP 13-32 1000 ADDITIONAL PARK AND RIDE SPACES



CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE—\$934,000,000) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16—\$130,000,000)

Description

The Green Line Extension project consists of implementing enhancements to transit services that will improve mobility and regional access for residents in the northwest corridor communities of Cambridge, Somerville, and Medford. The purpose of the project is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development.

The project will extend Green Line light rail service from the relocated Lechmere Station through Cambridge, Somerville, and Medford, with an approximately four-mile extension of the main line to Medford and an approximately 0.5-mile spur line to Union Square in Somerville. The area consists of densely settled urban corridors with a large base of commuters and transit users.

The current phase of the Green Line Extension project is focused on identifying the future impacts of and finalizing the best route and station locations for the light rail service by preparing a draft environmental impact report (DEIR) in accordance with a Certificate from the Executive Office of Energy and Environmental Affairs. Additionally, the Executive Office of Transportation and Public Works (EOT) is pursuing potential federal funding assistance for this project. The discretionary New Starts funding program of the Federal Transit Administration's (FTA) is the federal government's primary financial resource for supporting locally planned, implemented, and operated transit guideway capital projects. To qualify for New Starts funding (49 USC Section 5309), candidate projects must have resulted from an alternatives analysis study, which may include the undertaking of a draft environmental impact statement (DEIS) or environmental assessment (EA). EOT

believes the Green Line Extension project to be a good candidate project for New Starts project.

The DEIR will examine the potential station locations in context, considering environmental justice, passenger safety and accessibility, and station designs that function within the surrounding neighborhoods. The DEIR will also assess ridership, operations, environmental impacts (natural and hazardous materials), facility funding options, and the proximity of stations to bicycle and pedestrian facilities. The result will be a light rail service that doesn't just pass through a community, but rather serves its passengers and extends the reach of high-frequency, convenient transit to underserved neighborhoods. The Green Line Extension project has involved, to date, considerable, lively, responsive involvement by neighborhoods and municipalities.

The project will include construction of new transit stations at Brickbottom, Gilman Square, Lowell Street, Ball Square, College Avenue, and Mystic Valley Parkway/Route 16 on the main-line route, and at Prospect Street, near Union Square, on the branch line.

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 is not able to endorse these cost estimates at this time. EOT recognizes these issues, which are principally related to the current state of conceptual engineering for the Project, as appropriate to a draft environmental document. EOT will continue to work with FTA and the PMOC process to address these issues and ensure FTA endorsement of the Green Line

CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16) (CONT.)

Extension Project cost estimates as the Project develops through preliminary engineering and final design. At this time, EOT has identified funding to support the construction of the project from Lechmere Station to College Avenue (approximately three miles) and the spur to Union Square (approximately one mile), which is referred to as Phase I of the project.

The Boston Region MPO has voted to flex funding dedicated to highway construction to fund the construction of the College Avenue to Mystic Valley Parkway (Route 16) segment, which together are referred to as Phase II.

The Green Line Extension project is included as a specific project in the Massachusetts Department of Environmental Protection's State Implementation Plan (SIP). The SIP contains procedures and programs for monitoring, controlling, maintaining, and enforcing compliance with national air quality standards. The extension is required to be constructed and open for full public use before December 31, 2014.

SIP Status

The following work has been completed or is currently ongoing in support of the Green Line Extension DEIR/EA and conceptual engineering:

Public Outreach

- Advisory Groups (monthly) – 11 held so far
- Station Workshops (February 2008) – 5 held¹
- Interagency meetings (ongoing) – 30 held so far
- Neighborhood briefings (ongoing) – 16 held so far

- Public agency and local-official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far²
- Public Meetings – 4 held so far
- Advisory Group Tutorials (ongoing) – 3 held so far

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

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

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

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

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

CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16) (CONT.)

Cost Estimates

- Completed, currently being reviewed by FTA

Construction Staging and Sequencing Plans

- Completed, currently being reviewed by FTA

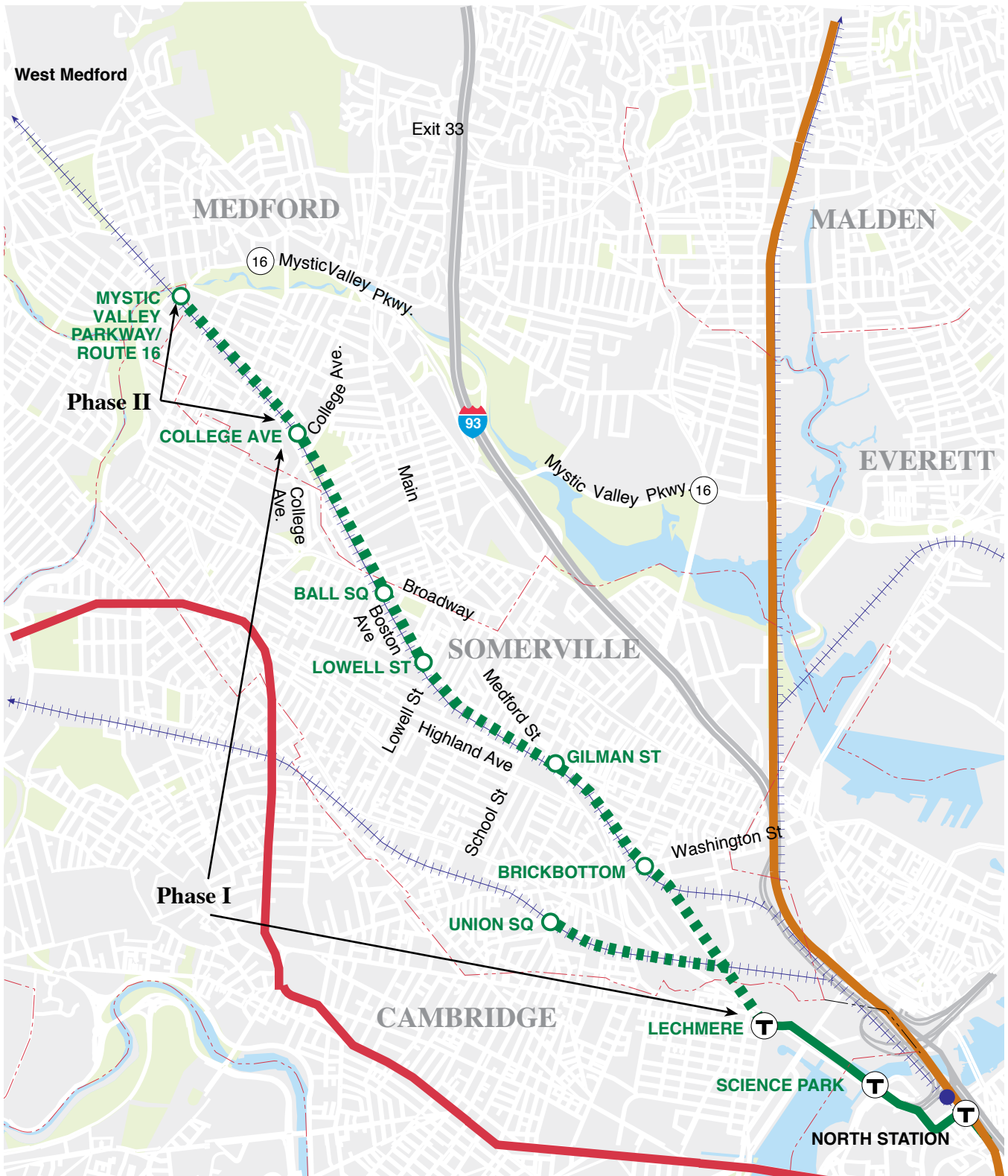
Real Estate Requirements

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

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

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

MAP 13-33 CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16)



SOMERVILLE: CONSTRUCT ORANGE LINE STATION AT ASSEMBLY SQUARE (\$50,000,000)

Description

This project would involve adding a new Orange Line station in Somerville. The station would be located between the existing Wellington Station in Medford and the existing Sullivan Station in the Charlestown section of Boston. The distance between Wellington and Sullivan Stations is just over one mile, and current MBTA schedules show the travel time between stations as three minutes.

The new station would be located on the eastern edge of Somerville's Assembly Square redevelopment area. This 145-acre area is the city's largest redevelopment site, with proposed dense, mixed-use development, including retail, office, residential, and hotel uses.

The proximity of Wellington and Sullivan Stations, the existing routing of MBTA bus routes to those stations, and their respective sites at major junctions of the highway network suggest that most of the passengers using a new station at Assembly Square would be traveling to or from the redevelopment area.

A new station at Assembly Square is anticipated to extend the Orange Line run time by two minutes and seven seconds. This added travel time will require an additional 6-car train set to support peak-period operations.

MAP 13-34 SOMERVILLE: CONSTRUCT ORANGE LINE STATION AT ASSEMBLY SQUARE



REVERE: WONDERLAND SOUTH PARKING GARAGE (\$62,000,000)

Description

This project will fund the planning, design, and construction of the South Parking Garage at the MBTA Wonderland Station in Revere. The 9-story 1,907-space parking garage will replace an existing parking lot of 1,422 spaces. The new parking garage will add a total of 485 additional spaces to accommodate increased transit ridership on the Blue Line and service to MBTA bus Routes 110, 116, 117, 411, 426, 441, 442, 450, and 455. Improved pedestrian access and bicycle accommodations will be provided through crossings from the garage to Wonderland Station and the installation of a secure bike cage with 120 parking spaces. The project area will be part of the proposed transit-oriented development at Wonderland Station that will incorporate a mix of uses, including hotels, offices, and retail and commercial uses.

MAP 13-35 REVERE: WONDERLAND SOUTH PARKING GARAGE

