

**Memorandum for the Record
Transportation Planning and Programming Committee of the
Boston Region Metropolitan Planning Organization (MPO)**

May 20, 2010 Meeting

10:00 AM – 12:15 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

David Mohler, Chair, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

The Transportation Planning and Programming Committee voted to take the following actions:

- approve the work program for the *Wellesley Transit Study*
- approve the work program for the *HOV Lane and I-93 Access Improvements in the South Bay/Savin Hill Area*
- approve the memorandum titled, “Safety Evaluation of Transportation Improvement Program Projects”
- approve the minutes of the meetings of April 1, 15, and 22, and May 5 and 6
- include the topic of the reauthorization principles (that are being advanced by some MPOs of major metropolitan areas) as an agenda item for discussion at the meeting of June 3

Meeting Agenda

1. Public Comments

There were none.

2. Chair’s Report – D. Mohler, MassDOT

The MPO’s recertification process is scheduled for the last week of July. There will be at least one Transportation Planning and Programming Committee meeting during that week for a discussion with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

A meeting of the Massachusetts Association of Regional Planning Agencies (MARPA) was held on May 10. The status of the MPO targets was discussed. The targets for federal fiscal year (FFY) 2011 are not yet available. In May, the Commonwealth learned that it would receive obligation authority to spend an additional \$30 million in federal aid (statewide) for FFY 2010. The question of what project to program with this funding will be discussed with the MPOs through MARPA representatives. The 3C planning funds have been cut by three percent, however. The MARPA Executive Directors are meeting next week.

MassDOT Highway Division’s draft Capital Investment Plan (CIP) has been released for public review and is available on the MassDOT website. The five-year plan includes a

needs assessment and a gap analysis. There will be one more public meeting regarding the CIP.

Arnie Soolman, Director of the Central Transportation Planning Staff (CTPS), asked about the status of the 5303 funds for FFY 2011. The Chair did not have information about the status of the funds.

3. Subcommittee Chairs' Reports – Eric Bourassa, Metropolitan Area Planning Council (MAPC)

The Clean Air and Mobility Subcommittee met on May 13 and heard presentations from applicants. The subcommittee is meeting today to discuss the applications and to make recommendations to the Transportation Planning and Programming Committee.

Mary Pratt, Town of Hopkinton, stated that some of the Clean Air and Mobility Program applications might be eligible for funding through the Job Access and Reverse Commute or New Freedom programs, and that the subcommittee should coordinate with the MPO's Regional Equity Manager on this matter.

The MPO Candidates' Forum will be held at 4 PM this afternoon.

The Administration and Finance (A & F) Subcommittee and the Unified Planning Work Program (UPWP) Subcommittee will meet on June 3. The A & F Subcommittee will meet at 9:30 AM, and the UPWP Subcommittee will meet in the afternoon, following the Transportation Planning and Programming Committee.

4. Regional Transportation Advisory Council – Laura Wiener, Regional Transportation Advisory Council

The Advisory Council heard a presentation on the State Rail and Freight report at the May meeting. The Advisory Council will be making recommendations to the Transportation Planning and Programming Committee.

5. Director's Report – Arnie Soolman, Director, CTPS

A. Soolman drew members attention to a document titled, "Proposed Transportation Reauthorization Principles for Major Metros," which was prepared by an ad hoc committee of staff from MPOs of some large metropolitan areas. (See attached.) The group's aim is to influence the pending reauthorization of the federal surface transportation legislation to the advantage of large MPOs. The group intends to send the set of principles to Senator Barbara Boxer, Chair of the U.S. Senate's Committee on Environment and Public Works, who will be playing an important role in the reauthorization. The Boston Region MPO has been invited to attach its logo to the document in support of these principles. MPO staff is seeking feedback from the Committee as to whether they wish to sign on and as to whether MPO staff should participate in these discussions.

M. Pratt expressed support for having the Boston Region MPO participate. She also expressed support for the Kerry-Lieberman climate bill.

Members discussed this topic later during the meeting.

6. Work Program for the Wellesley Transit Study – *Karl Quackenbush, Deputy Technical Director, CTPS*

Members heard a presentation on the work program for the *Wellesley Transit Study* at the meeting of April 22.

A motion to approve the work program for the *Wellesley Transit Study* was made by John Romano, MassDOT Highway Division, and seconded by Tom Bent, City of Somerville. The motion passed unanimously.

7. Work Program for HOV Lane and I-93 Access Improvements in the South Bay/Savin Hill Area – *Karl Quackenbush, Deputy Technical Director, CTPS*

Members heard a presentation on the work program for the *HOV Lane and I-93 Access Improvements in the South Bay/Savin Hill Area* at the meeting of April 22. The work program would examine the possibility of increasing capacity on Interstate 93 by connecting the HOV zipper lane with the Central Artery HOV lane, and restoring a southbound on-ramp that existed temporarily during Central Artery construction.

Following a discussion at the April 22 meeting, members requested that staff prepare a revised work program that would eliminate the HOV portion of the study and focus on the ramp. The revised work program for *I-93 Access Improvements in the South Bay Area* was distributed to members for this meeting. (See attached.) The revised work program includes traffic simulation work that would be used to study the potential consequences for traffic if the ramp were restored. The budget is the same for both work programs, but only the revised work program includes traffic simulation.

Members discussed the two options.

M. Pratt asked whether the revised work program would look into the issue of eminent domain takings. K. Quackenbush replied that the issue of takings was associated with the HOV portion of the study, in the original work program, and is not an issue in the revised ramp study.

David Koses, City of Newton, remarked that the original work program would likely produce recommendations that would be very costly to implement, but that the revised work program is more realistic. He stated, however, that he would support the decision made by the members from Boston and Braintree since those cities are the most affected by the traffic issues on I-93.

Jim Gillooly, City of Boston, recommended that the members support the original work program with more attention given to solutions at the ramps (as described in the revised work program). He spoke about the traffic problems in the area and suggested that the study examine possibilities such as an elevated ramp that could connect to the HOV ramp.

Paul Regan, MBTA Advisory Board, raised the possibility of amending the revised work program to address J. Gillooly's concerns, since the original work program would likely produce recommendations that would be too expensive to implement.

M. Pratt expressed concern about the concept of an elevated ramp, since it might require takings that would displace people from their homes.

D. Mohler expressed concern that adding tasks to the work program, such as a detailed analysis of an elevated ramp, would increase the cost of the work program. K. Quackenbush noted that the original work program could do justice to the question of the elevated ramp. J. Gillooly expressed that he was comfortable with the original work program, without adding language.

J. Romano expressed support for the original work program. He noted that if only the ramps were improved, there would still be an unresolved congestion problem on the highway.

A motion to approve the work program for the *HOV Lane and I-93 Access Improvements in the South Bay/Savin Hill Area* (the original work program as presented April 22) was made by J. Gillooly, and seconded by T. Bent. The motion passed unanimously.

8. Safety Analysis of Transportation Improvement Program Projects – Karl Quackenbush, Deputy Technical Director, CTPS

At the meeting of April 22, members heard a presentation on a staff memorandum titled, "Safety Evaluation of Transportation Improvement Program Projects," which described the results of a pilot study that examined the use of crash reduction factors (CRFs) to estimate the potential for TIP projects to reduce crashes. Staff concluded that the method was effective; however, staff is not recommending that the MPO adopt this practice now. There are several difficulties, one of which is that the CRF evaluations may not be cost effective; they produced results comparable to those produced by the current, less expensive method used by MPO staff. Also, the CRFs are not based on crash data from Massachusetts, which reduces staff's confidence in the results. Finally, staff experienced problems obtaining all of the functional design reports that would be necessary to do the evaluation, and some of those obtained lacked needed details on crashes.

A motion to approve the memorandum titled, "Safety Evaluation of Transportation Improvement Program Projects," was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

9. Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff

A motion to approve the minutes of the meeting of April 1 – with a change to page 11 as recommended by M. Pratt – was made by M. Pratt, and seconded by T. Bent. The motion passed unanimously.

A motion to approve the minutes of the meeting of April 15 was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

A motion to approve the minutes of the meeting of April 22 was made by J. Gillooly, and seconded by J. Romano. The motion passed unanimously.

A motion to approve the minutes of the meetings of May 5 and May 6 (Municipal TIP Input Days) was made by J. Gillooly, and seconded by T. Bent. The motion passed unanimously.

10. National Transit Database Work Programs – Karl Quackenbush, Deputy Technical Director, CTPS

Members were provided with drafts of two work programs: the *State Fiscal Year 2011 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates* and the *State Fiscal Year 2011 National Transit Database Purchased Bus Transportation Passenger-Miles and Boardings Estimates*.

Staff presents these work programs every year to help the MBTA with their submission of data to the National Transit Database. The work involves estimating passenger boardings and miles for the sub-modes in the system. The first work program is essentially identical to last year's. This year's *Purchased Bus* work program, however, differs from those of previous years in that it includes a change in methodology. Full route ridechecks will be conducted rather than sample ridechecks. Staff experimentation found that the full ridechecks meet FTA's standards for statistical validity, and that they are more efficient, hence cheaper to conduct than the sample ridechecks.

Members will vote on the two work programs at the meeting of June 3.

11. State Implementation Plan Update – D. Mohler, MassDOT

Members were provided with MassDOT's monthly update on the status of the State Implementation Plan projects. (See attached.)

D. Mohler provided an update on the *Green Line Extension* project noting that the "Option L" site has been selected as the preferred location for the maintenance garage.

12. Major Metro Principles for the Federal Surface Transportation Act Reauthorization

Members returned to a topic raised during the Director's Report regarding the reauthorization principles being advanced by some of the MPOs from the largest metropolitan areas in the nation. Members discussed whether the Boston Region MPO should sign on.

While Lourenço Dantas, Massachusetts Port Authority, and E. Bourassa advocated for signing on, some other members raised questions about the implications of certain proposed principles, such as one that calls for the federal government to fund a program that would "incentivize states and regions to raise and spend funds locally through a wide

menu of options, including the ability to toll existing facilities and through public-private partnerships.” Another arose regarding a principle that calls for the streamlining of the project development and delivery processes “by building on the MPO planning process and creating direct links to NEPA and project development.”

Concerns were also raised about a lack of focus in the principles on public transit, about the Boston Region MPO signing on without the issue having been raised with MARPA, and about the concept of “making funding programs mode-neutral.”

A motion to have the Boston Region MPO endorse the set of reauthorization principles and add its logo to the document titled, “Proposed Transportation Reauthorization Principles for Major Metros,” was made by L. Dantas. The motion failed for lack of a second.

A motion to include the topic of the reauthorization principles as an agenda item for the meeting of June 3 was made by E. Bourassa, and seconded by Laura Wiener, Regional Transportation Advisory Council. The motion passed unanimously.

During a discussion of the motion, E. Bourassa noted that the extension on making a decision would allow time for this issue to be noted to MARPA members.

P. Wolfe explained that the principles appear to be stemming from concepts in the surface transportation legislation proposed by Congressman James Oberstar and ensuing discussions.

Michael Chong, FHWA, advised the MPO to be cautious about using federal funds to influence federal legislation.

Members advised staff to continue following these developments and to provide an update on whether any other MPOs sign on to the document.

13. Pedestrian Transportation Plan – *Eric Bourassa, Alison Felix, and David Loutzenheiser, MAPC*

E. Bourassa introduced the Boston Region’s *Pedestrian Transportation Plan*, which was produced by MAPC and funded by the MPO. The document is a resource guide geared toward municipalities and local planners. (Members received a version of the plan on CD-rom.)

A. Felix began the presentation on the plan by noting the benefits walking can bring in regards to health, the community, and the environment, and that a strong pedestrian infrastructure can enhance economic development, employment, education, and recreation. She reported, however, that only about half of the street network in the Boston region has sidewalks, and walking can be hazardous in some areas. Overall, in the region, six percent of commuters walk on their way to work.

The plan describes the existing pedestrian infrastructure in the region, and recommends policies and programs that will facilitate walking. MAPC developed the plan by working with a pedestrian advisory group. The plan is a resource and guide that identifies actions that can be taken to encourage walking and includes examples of best practices. The plan provides guidance while respecting that communities have unique characteristics. The plan advances the concepts of Complete Streets, closing gaps in pedestrian infrastructure, and creating a transportation system that encourages walking.

She then gave an overview of the chapters in the plan.

D. Loutzenheiser then presented some of the plan's action items that focus on completing the pedestrian infrastructure network and integrating it with the rest of the transportation network, using design elements that encourage walking, and maintaining pedestrian infrastructure.

The plan includes the following action items:

- each community should take an inventory of its sidewalks to update the sidewalk inventory and catalog where walkways are missing
- during the implementation of capital projects, such as roadway repairs or repaving, an analysis should be done to see if the roadway can be improved to better accommodate pedestrians
- pedestrian friendly design codes should be followed so that pedestrians have equitable access
- traffic signals should have push buttons for pedestrians, and be timed so that pedestrians do not have to wait longer than vehicles to cross
- continental style crosswalks should be used at intersections
- there should be buffers between pedestrian and vehicular traffic
- snow removal should be required
- greenways should be created

A. Felix and D. Loutzenheiser then took questions and heard comments from members.

The issue was raised of addressing mid-block crosswalks in the plan. Richard Reed, Town of Bedford, pointed out that municipalities must conform with the Manual on Uniform Traffic Control Devices (MUTCD) and that the MPO should not have a plan that contradicts the MUTCD. M. Pratt also addressed the issue of mid-block crosswalks. She spoke to the need for pedestrians to take responsibility for crossing roadways safely. R. Reed asked that the plan also point out practices that are not in conformity with sound engineering principles, in addition to the examples of best practices. He advised that the plan action items should be in conformity with the Manual on Uniform Traffic Control Devices. He also noted that towns are under financial pressure and may not be able to finance snow removal, and that the plan should recommend the creation of bylaws and local ordinances that require landowners to clear sidewalks. A. Felix pointed out that there are examples of bad practices in the plan, and that there is language in pending legislation that addresses the snow removal issue.

David Koses, City of Newton, expressed agreement with R. Reed's statement about including good and bad practices in the plan. He noted the importance of explaining various points of view regarding design and what municipalities must do under law.

Ginger Esty, Town of Framingham, asked MAPC to distribute the report to municipal Departments of Public Works and planning boards. E. Bourassa stated that MAPC would bring the report to all the subregions.

M. Chong recommended that a paragraph be added to the plan to reference the federal NEPA process.

Tom Kadzis, City of Boston, remarked on an emerging pedestrian safety issue caused by courteous drivers stopping to let pedestrians cross the road. The problem arises on unsignalized urban arterials, when a vehicle traveling on the right-hand lane stops to let a pedestrian cross, and then a vehicle passing in the left-hand lane strikes the unseen pedestrian. He stated that a public education effort is needed to inform drivers that they should not create these hazardous conditions. This issue is not referenced in the plan, though A. Felix suggested that it could be added to the education portion of the plan.

Ann McGahan, MPO Staff, asked if the plan includes updated GIS information on the sidewalk inventory. D. Loutzenheiser stated that MAPC used the state GIS data, since few towns had a sidewalk inventory, and that MAPC is recommending that municipalities update that information.

D. Koses asked about how the plan will be distributed, noting that hard copies are more useful to many people, and whether it would be available upon request. E. Bourassa stated that the document will be available on MAPC's and the MPO's websites, and that the document will be distributed to the subregions, and to DPWs and planning directors in the region. Paper copies will be available upon request.

T. Kadzis suggested adding to the section of the plan that references audible traffic signals (and recommends adding those signals to intersections) to acknowledge that there is a problematic aspect to those signals given that the volume of the noise can be a concern for residents who live near them.

Frank DeMasi, Regional Transportation Advisory Council, praised the report and noted that the Town of Wellesley has adopted almost all the principles of the plan. He suggested, however, that consideration be given to the movements of large truck traffic in the plan's guidelines for intersections. He advised protecting truck routes and expressed concern that using guidelines for box trucks may not be sufficient for routes with large truck traffic. Unsafe situations can be created when large trucks turn in narrow intersections.

John McQueen, Regional Transportation Advisory Council and WalkBoston, asked if the plan provided guidance regarding funding resources. A. Felix noted that the plan has a chapter on funding and weblinks to government sources.

MAPC staff will make the recommended changes to the plan and bring it back to the Transportation Planning and Programming Committee for final approval.

14. Members Items

Paul Regan, MBTA Advisory Board, gave a report on a conference hosted by the MBTA Advisory Board, MassInc., 128 Business Council, and the Rappaport Institute, that involved the heads of the top transit agencies in the nation, the federal transportation agencies, and business leaders. He reported that the funding crisis faced by the MBTA is shared by the other large transit properties across the nation. The event included a panel on engagement for moving forward and getting transit back on track.

P. Regan and Dan Grabauskas of MassInc. co-authored an editorial on the transit funding crisis, which ran in the Boston Globe on May 14.

15. Adjourn

A motion to adjourn was made by P. Regan, and seconded by J. Romano. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, May 20, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

Federal Highway
Administration

MAPC

Massachusetts Port
Authority

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
John Romano
Marie Rose
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Michael Chong

Eric Bourassa
Jim Gallagher
Lourenço Dantas

Ron Morgan
Paul Regan
Laura Wiener

Richard Reed
Melissa Santucci
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Cathy Buckley
Mike Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Pam Wolfe

Other Attendees

Frank DeMasi

Alison Felix
David Loutzenheiser
Sue McQuaid

John McQueen

Steve Olanoff

Karen Pearson

Bryan Slack

Regional Transportation
Advisory Council
MAPC
MAPC
Neponset Valley Chamber of
Commerce
WalkBoston / Regional
Transportation Advisory Council
Regional Transportation
Advisory Council
MassDOT Office of
Transportation Planning
MassDOT District 3



Proposed Transportation Reauthorization Principles for Major Metros

1. Provide sufficient resources to meet the nation's transportation infrastructure needs, including significant new resources focused on improving mobility in the nation's metropolitan regions. The federal program should incentivize states and regions to raise and spend funds locally through a wide menu of options, including the ability to toll existing facilities and through public-private partnerships.
2. Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance.
3. Reduce the number of program categories and make funding programs mode-neutral in order to provide maximum flexibility in solving regional problems.
4. Streamline the project development and delivery processes by building on the MPO planning process and creating direct links to NEPA and project development.
5. In major metropolitan areas, transportation plans should be developed in the context of comprehensive regional plans that include land use, housing, economic development, natural resources, energy and climate change, and promote livable communities.
6. Create a Metropolitan Mobility Program with funds that are in addition to existing funding programs. MPOs should have programming authority for these funds that would be allocated to large metropolitan areas.
7. Large MPOs shall also develop plans and programs for the newly established Freight Improvement Program, and Projects of National Significance. These funds should also be in addition to existing funding programs.



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE May 20, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: I-93 Access Improvements in the South Bay Area

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization vote to approve the work program for I-93 Access Improvements in the South Bay Area in the form of the draft dated May 20, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Planning Studies

CTPS Project Number

22122

Client

Boston Metropolitan Planning Organization

CTPS Project Supervisors

Principal: Karl Quackenbush

Manager: William Kuttner

Funding

MassDOT FTA \$5303 Transit Planning Contract #80-0004;

MassDOT 3C PL Highway Planning Contract #59796

IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

BACKGROUND

The recently reconstructed I-93 Central Artery emerges from its southbound tunnel at Kneeland Street. The first three southbound entry ramps onto the above-ground section of I-93 are from Kneeland Street, from Herald/Albany Streets, and then from Southampton Street at the South Bay Center shopping complex. Southbound traffic approaching I-93 on the Massachusetts Avenue connector merges with Southampton Street traffic before entering I-93.

During much of the construction duration of the Central Artery/ Tunnel (CA/T) Project, there continued to be southbound entrances at Kneeland and Southampton Streets, but it was not possible to provide a southbound entrance near Herald Street. A temporary entrance was provided directly beneath the Massachusetts Avenue connector. This ramp served traffic collected on Albany Street from the Back Bay as well as the South End. Massachusetts Avenue traffic still needed to use the Southampton Street ramp.

When the Albany/Herald ramp opened, the CA/T project closed the temporary southbound on-ramp. The original CA/T plan called for building an off-ramp at the point where the temporary on-ramp had been. It was later decided that this off-ramp was not necessary, and that I-93 in that area would function better with no ramp at all.

Near the southern limit of the CA/T project, however, a five lane southbound section of the rebuilt CA/T project is reduced to four lanes with a lane drop to Massachusetts Avenue. The rebuilt roadway then connects with the existing four-lane Southeast Expressway at Southampton Street. The Southampton Street on-ramp, including traffic from Massachusetts Avenue, merges into the existing four lane expressway creating a bottleneck and resulting in southbound queues on all days of the week. While this workscope does not study any increased through capacity in this bottleneck section of I-93 or any other envisioned improvements in the area, it does investigate to what extent, if any, permanently restoring the former temporary on-ramp would affect traffic flow on area ramps, arterials, and I-93.

Southbound I-93 traffic flow might be less affected by adding a fifth southbound lane between the Southampton Street entrance and the Columbia Road exit. This would provide a one-half mile section of I-93 within which entering traffic at Southampton Street could weave out of the right lane prior to a lane drop at Columbia Road. This change might be achieved with negligible land takings but would require some bridge reconstruction. Traffic flow with this added lane section will be simulated, and relevant construction issues will be identified. It is anticipated that implementation of this extra lane would be independent of restoring the on-ramp.

OBJECTIVES

The principal objectives of this work program are:

1. To investigate the feasibility of restoring the former temporary southbound entry ramp to the Southeast Expressway at the Massachusetts Avenue connector.
2. To model travel demand and simulate traffic flow in order to identify any net time savings or safety benefits from restoration of the ramp or related improvements. This project will require use of both the regional planning-level travel model as well as a more geographically focused traffic simulation model.
3. To gather and organize documents and other materials which can be used, along with this study's products, in support of further planning and design efforts. Any evaluation of costs will be based upon an updating of earlier efforts.

WORK DESCRIPTION

The work required to accomplish the study objectives has been grouped into six tasks:

Task 1 Gather Right-of-Way (ROW) and Traffic Data

Peak period traffic volumes and travel speeds will be updated as required for all relevant travel lanes and ramps. Available roadway plans, profiles, and ownership boundaries will be obtained from MassDOT or the City of Boston.

Product of Task 1

Collection of readily available roadway, land use, traffic, and operations information

Task 2 Build and Calibrate an Area Roadway Simulation

Changes and improvements to traffic flow on ramps, arterials, and the Southeast Expressway will be estimated using a CTPS roadway network simulation program. A model of the study area will be developed and calibrated using information gathered in Task 1.

Product of Task 2

A calibrated study area simulation model

Task 3 Develop Network and Traffic Scenarios

Implementing an additional southbound on-ramp will be a significant change in network topology. A peak period traffic assignment will be performed using the CTPS regional model to provide an estimate of build scenario traffic volumes. Versions of the

simulation network with build scenario variants will also be developed. It is anticipated that most variants will be closely related, and that simulation can be undertaken as required to optimize parameters such as weaving distances, etc.

Product of Task 3

A set of simulated scenarios using regional model traffic projections

Task 4 Evaluate Build Scenarios

Design parameters such as weaving lengths, etc., will be adjusted as appropriate to determine the best possible traffic flow for each build variant. The optimal performance characteristics of each tested variant will be measured using the simulation model.

Product of Task 4

Memorandum describing improvements achievable in each build variant

ESTIMATED SCHEDULE

It is estimated that this project will be completed five months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$79,957. This includes the cost of 29.5 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/WSK/wsk

Exhibit 1
 ESTIMATED SCHEDULE
 I-93 Access Improvements in the South Bay Area

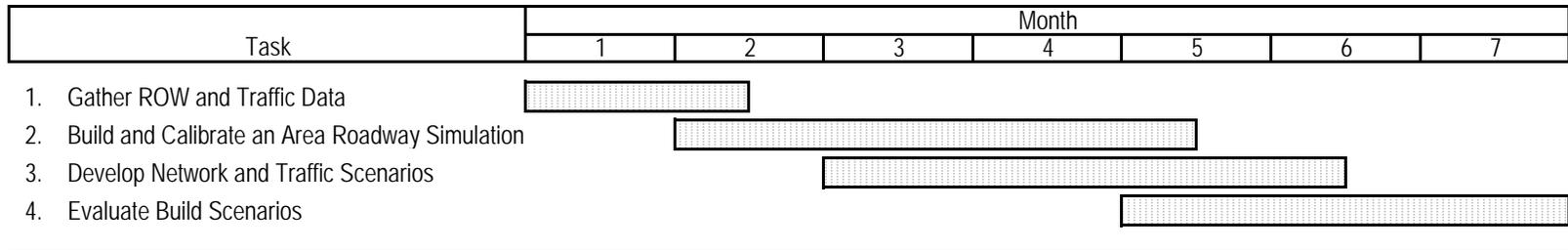


Exhibit 2
 ESTIMATED COST
 I-93 Access Improvements in the South Bay Area

Direct Salary and Overhead **\$79,156**

Task	Person-Weeks							Total	Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-2	P-1	Temp	Total				
1. Gather ROW and Traffic Data	0.0	2.0	0.0	0.0	0.0	3.0	5.0	\$4,718	\$4,198	\$8,916	
2. Build and Calibrate an Area Roadway Simulation	0.0	6.0	0.0	0.0	0.0	0.0	6.0	\$9,572	\$8,518	\$18,089	
3. Develop Network and Traffic Scenarios	1.0	6.0	0.0	0.0	0.0	0.0	7.0	\$11,209	\$9,975	\$21,183	
4. Evaluate Build Scenarios	2.0	6.0	2.0	0.5	1.0	0.0	11.5	\$16,386	\$14,582	\$30,968	
Total	3.0	20.0	2.0	0.5	1.0	3.0	29.5	\$41,884	\$37,273	\$79,156	

Other Direct Costs **\$800**

Travel \$800

TOTAL COST **\$79,956**

Funding
 MassDOT FTA §5303 Transit Planning Contract #80-0004; MassDOT 3C PL Highway Planning Contract #59796



Massachusetts Department of Transportation

**Transit Commitments
May 2010 Status Report**

May 21, 2010

For questions on this document, please contact:

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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 sixth of the required status reports, to be presented at the Boston MPO's Transportation Planning and Programming Committee at their May 21, 2010 meeting. This report builds on the *State Implementation Plan Transit Commitments 2009 Status Report*, submitted to the Massachusetts Department of Environmental Protection on July 1, 2009. 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 MBTA 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 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 and the MBTA executed a contract to transfer approximately \$39 million in Commonwealth bond funds from MassDOT 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 has been executed for the cost of construction of the Four Corners Station, and a construction contract was executed by the Acting General Manager during the week of January 11. Another supplemental funding agreement providing \$76 million in Commonwealth funds to the MBTA for the remaining project elements of the Talbot/Newmarket/Blue Hill stations and the three remaining bridges was executed by Secretary Mullan in February 2010.

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. The work was completed and the outbound platform on Track 1 was opened for service on February 1, 2010. Train service resumed on both tracks at that time. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is 100% complete and construction is expected to begin in the spring of 2010. Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as the Talbot Avenue Station with the project construction bid advertisement anticipated for March/April 2010. The 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**. Construction bids were opened in October 2009. The MBTA Board of directors approved authorization of a \$17.7 million construction contract award to S & R Construction at its December 2009 meeting. The contract was executed by the Acting General Manager during the week of January 11, 2010. The construction of the Four Corners Station will begin in the spring of 2010 and is anticipated to continue for 24 to 27 months. This construction projection suggests that this station will be completed three to six months after the SIP deadline of December 31, 2011.

Currently, **Talbot Avenue Station** is at 100% design and with a MassDOT funding agreement in place, the MBTA intends to advertise the project element for construction bidding in May/June 2010. This construction package will also include the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. An approximately two-year construction period is anticipated. MassDOT and the

MBTA currently estimate that the completion of this station will be delayed past the December 31, 2011 SIP deadline by approximately six to nine months.

Newmarket Station is currently at 100% design. The construction of this station will be advertised for bidding after the bid opening for the Talbot Avenue station and bridge work (anticipated June/July 2010). MassDOT and the MBTA currently estimate that the completion of this station will be delayed past the December 31, 2011 SIP deadline by approximately six to nine months.

Blue Hill Avenue/Cummins Highway is at 60% design, but concerns raised by abutters about negative local impacts compelled the MBTA to review potential alternative locations for Mattapan Station. A number of meetings have been held with MBTA/MassDOT officials, neighborhood residents and Mattapan elected officials. The MBTA and MassDOT are responding to neighborhood questions and concerns regarding impacts and suggestions for alternative station locations. The MBTA hopes to complete final design of a Mattapan station in 2010. Given the lengthy process in addressing neighborhood concerns, MassDOT and the MBTA estimate completion of this station will be beyond the December 2011 SIP deadline.

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 a mitigation proposal for the interim months. In addition, abutter concerns about the preferred location for a Mattapan station may impact the final completion schedule for the overall Fairmount project.

II. CONSTRUCTION OF 1,000 NEW PARKING SPACES

Project Description

The MBTA will construct 1,000 new parking spaces within the area 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. MassDOT and the MBTA have identified the Beverly Commuter Rail Station and the Salem Commuter Rail Station as good candidates for new parking structures. The MBTA is also implementing new parking spaces at other locations throughout the area of the Boston Region MPO.

Project Cost

MBTA is working with MassDOT and the Executive Office of Administration and Finance to refine design program for Beverly and Salem garages and align projects with viable financing plans.

Project Funding

Finance plans are in development involving MassDOT, the Executive Office of Administration and Finance, the MBTA, and the communities.

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

Beverly

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, and 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 the federal environmental review of the project. At its meeting on June 4, 2009, the MBTA Board of Directors voted to acquire the property using state and federal funding. Land acquisition was completed over the summer of 2009.

No responsive bids were received in Fall 2009 for joint public-private development of the garage facility. After considering alternative implementation plans, MassDOT and the MBTA have decided to proceed with procurement for design and construction of an MBTA parking facility. Early Action by the MBTA Board of

Directors at its June 2010 meeting is being sought for design services to bring the project to 30% progress design.

Salem

The parking garage at the Salem commuter rail station would contain approximately 950 spaces in a multi-level structure to be shared proportionately between the MBTA and the 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. The project is estimated to cost approximately \$45 million. In addition to the \$3 million in DCAM funding, the FTA has earmarked \$3.375 million for the project.

The contract amendment to advance design of the 950 space Salem parking garage to 30% was approved by the MBTA and work commenced in early June, 2009. The 30% design was completed in December 2009. A community review meeting was held in Salem on February 23, 2010. The funding agreement is pending to complete the final design and the final design contract scope is anticipated to be acted on by the MBTA Board of Directors later this Spring 2010.

Options are being investigated by staff to scale back this project so that it can be implemented with funding to be made available by the Commonwealth.

Other Projects

In addition to the projects described above, MassDOT and the MBTA will continue to pursue other parking projects that support the SIP requirement, including the construction of a major consolidate parking facility at Wonderland Station, at Quincy Shipyard (168 new spaces currently under construction and anticipated for completion in 2010), Savin Hill station (30 new spaces completed), and Sullivan Square station (10 new spaces completed). MassDOT and the MBTA will continue to seek out all viable opportunities to add commuter parking to the MBTA system, while also pursuing large projects like those at Salem, Wonderland, and Beverly.

The Wonderland project is worth particular note because it is advancing quickly, in part due to funding from the American Recovery and Reinvestment Act (ARRA). The availability of ARRA funding is making it possible for additional Wonderland parking spaces to be completed more quickly than originally anticipated.

Completion of all of the projects identified here will provide new commuter parking spaces in excess of the 1,000 required by the SIP.

Potential Challenges

The process of identifying appropriate locations in which to construct the required 1,000 new parking spaces has been lengthier than expected. While the effort is now underway and locations for the construction of new large-scale MBTA parking facilities have been identified (to date: the MBTA Commuter Rail stations in Salem and Beverly, as well as a transit-oriented development project at Wonderland Station), the exact timeframe within which all of the 1,000 spaces will be constructed is not fully defined. Current projections suggest that the Wonderland Station project will be in construction at the time of the required SIP deadline of December 31, 2011, but substantial completion will likely occur several months after the deadline. Likewise, both the Salem and Beverly projects may be completed after the required SIP deadline of December 31, 2011. Should construction estimates project that all 1,000 spaces will likely not be completed by the SIP deadline, the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop a mitigation proposal for the interim months.

III. RED LINE-BLUE LINE CONNECTOR - DESIGN

Project Description

The proposed Red Line/Blue Line Connector – intended to improve mobility and regional transportation access for residents of East Boston, North Shore communities, residents of Cambridge, and the northwestern suburbs, as well as relieve congestion in the central subway – 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 – including the relocation of underground trackage and platforms at Bowdoin Station. The exact configurations of both the Charles/MGH platform and the new Blue Line station have not yet been determined.

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 to complete a Draft Environmental Impact Report by June 2010).

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 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.

Public Outreach

- Six Working Group meetings have been held with the most recent one on February 23, 2010. A public meeting on the DEIR is anticipated for May 3, 2010.
- A project website has been launched.

Refinement of Alternatives/Conceptual Engineering

- The 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

- A draft Alternatives Analysis Technical Report was submitted to MassDOT on February 1, 2010.

Design

- The conceptual design of the project is underway.

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 Definition of Alternatives Report.

Real Estate Requirements

- Potential real estate impacts will be identified as part of DEIR/EA.

Draft Environmental Impact Report

- The Draft Environmental Impact Report was filed with MEPA on March 31, 2010. The public comment period closes on May 21, 2010.

By filing a DEIR, MassDOT is advancing the Red Line/Blue Line Connector project. MassDOT 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.

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 smart growth initiatives and sustainable development - will extend the Green Line from a relocated Lechmere Station within the MBTA's Lowell Line commuter rail right-of-way to Medford with a branch line along the MBTA's Fitchburg Line commuter rail right-of-way to the vicinity of 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, to be completed after the December 31, 2014 legal deadline. This phase 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 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.

Project Cost

The DEIR/EA includes 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. 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 \$932.4 million.

Project Funding

MassDOT intends to pursue 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 these cost estimates at that time. MassDOT and FTA have recently initiated more close collaboration on the development of a complete New Starts application for the Green Line Extension project, and that effort is and will be ongoing. Part of that effort will be the refinement of cost 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:

Public Outreach

- Advisory Groups – 11 held
- Station Workshops (February 2008) – 5 held
- Interagency meetings (ongoing) – 31 held so far
- Neighborhood briefings– 16 held so far
- Public agency and local official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far
- Public Meetings – 5 held so far
- Advisory Group Tutorials – 3
- Public Hearing – 1 held for DEIR/EA

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, 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. 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
- Establishment of citizen-based design working group – May 2010
- Initiation of Preliminary Engineering – May 2010
- Submission of a Final Environmental Impact Report – June 2010

Potential Challenges

The schedule established for the Green Line Extension project is an ambitious and challenging one, but the Green Line Extension project team is working daily and diligently to meet it.