DEP/EOTPW AMENDED ADMINISTRATIVE CONSENT ORDER
AC0-BO-00-7001-
2007 ANNUAL REPORT
Submitted July 2, 2007

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1. Orange Line Signal Improvements and Additional Coaches

a. Project Description

The initial commitment as described in the September 2000 ACO requires signal improvements be made to the Orange Line, such that peak period headways can be improved from 5 minutes to 4 minutes. This would result in three additional trains running in the peak hour. These three trains are comprised of 18 Orange Line coaches.

The signal improvements to allow for the improved headways have been completed.[1] As reported in prior Transit Commitment Annual Reports, the MBTA has determined that it is cost prohibitive to purchase 18 new Orange Line coaches as well as cost prohibitive to convert existing Blue Line coaches to Orange Line coaches.

In the alternative, the MBTA will proceed with the planning and programming necessary to purchase a new Orange Line fleet of vehicles; included in this fleet will be a sufficient number of coaches to accommodate the improved scheduling. The preliminary step is to develop an infrastructure survey to see what changes need to occur to accommodate new vehicles. That infrastructure survey will include an analysis of bridge upgrades, track alterations, track work, platform changes, alterations to the maintenance facility as well as several other issues. The MBTA will use this survey to determine how the vehicles and the associated infrastructure improvements need to be developed so as to accommodate the new vehicles.

The MBTA will then program in the appropriate CIP the purchase of a sufficient number of new Orange Line cars such that the total is 18 more than are in the fleet in 2005 (or its equivalent carrying capacity if the coaches are of a different length) as well as the infrastructure improvements to accommodate the new vehicles.

b. Project Schedule and Status Report

The schedule for Orange Line vehicle procurement is as follows:

a. Completion of initial infrastructure survey: May 1, 2005 – **This report was completed in April 2005.** The report identifies a series of recommendations for procurement of Orange Line vehicles under a number of different scenarios as well as the various infrastructure improvements necessary to accommodate the new vehicles.

b. Assessment of infrastructure improvements necessary to accommodate the new coaches: December 1, 2006. **This assessment has been completed.** Based on the suggestions in the report completed in April 2005, the MBTA has determined what types of infrastructure improvements are necessary to bring new

[1] The Orange Line signal improvements project also includes improvements to make the service safer and more reliable. These improvements are separate, however, from the headway improvements and are not part of the Transit Commitment. This component of the project is on going in construction.

Orange Line vehicles into service. From this report, the MBTA has determined that power upgrades are required at the power substations at Sullivan Square, Wellington, Malden and Oak Grove. Track improvements (*e.g.,* Mainline turnout replacement at Wellington, Wellington Yard Rehabilitation, Cross Tie Renewal from Oak Grove to Community College, *etc.)* are also required. Signal modifications for the maintenance yard are also required.

Major upgrades are also required at the Wellington Car House. These upgrades include a major expansion of the car house to accommodate new lifts, hoists, wheel truing equipment, a lift/turn table as well as a Clean Room. Building a 96,000 square foot expansion on to the facility will accommodate these upgrades. In addition, new third rail upgrades and special track work are required for the Wellington Yard.

In the current Capital Investment Plan for Fiscal Years 2007 to 2012, the MBTA has programmed $50 million for overall Orange Line vehicle procurement.

Future CIP's (which are prepared annually) will identify funds for third rail upgrades, Wellington Yard special track work, the maintenance facility improvements as well as the vehicle procurement.

c. Provide schedule with milestones for purchase of additional coaches: December 1, 2007.

d. New Orange Line coaches in revenue service: December 31, 2015.

2. Purchase and Delivery of 85 new Emission Control Diesel Buses

a. Project Description

In the ACO Amendment #2, EOTPW is required to procure 85 new 40' low floor handicapped accessible buses. These buses will be equipped with emission-controlled diesel engines. These engines will utilize advanced engine control microprocessors and exhaust after treatment devices. These technologies working in conjunction with the use of Ultra Low Sulfur Diesel fuel provide the lowest exhaust emissions available. These buses will be used on routes along the Orange Line corridor.

b. Project Schedule and Status Report

The ACO Amendment requires MBTA Board approval no later than March 31, 2005. At its meeting on February 10, 2005, the MBTA Board of Directors voted to authorize the execution of a contract option with Neoplan USA Corporation for the furnishing and delivery of 85 additional Emission Control Diesel buses. At the same board meeting, the MBTA Board of Directors authorized a contract for the engineering services needed to support the oversight and delivery of the new buses. The MBTA anticipated delivery of 50 of these buses by the end of December 2005 and the remaining 35 buses to be delivered in spring of 2006. The ACO Amendment requires delivery by July 15, 2006 and that these buses are deployed along the Orange Line corridor.

In a letter dated August 4, 2005, EOTPW notified DEP of a delay to the delivery schedule of these buses and invoked the Force Majeure provision of the ACO. As described in that letter, Neoplan USA's original production schedule was to build and deliver 45 of the vehicles by November 2005 with the remaining 40 vehicles to be delivered by May 2006. In the summer of 2005, however, Neoplan USA informed the MBTA that due to severe financial difficulties, the company would very likely be unable to meet its contractual commitments to the Authority and that it was considering ceasing production before the end of 2005.

In a letter dated August 26, 2005, DEP concluded that it was premature to determine whether a Force Majeure event exists since efforts to address the situation were ongoing, and since it was not known at that time whether EOTPW/MBTA would be able to meet the July 15, 2006 deadline. DEP then went on to provide some guidance as to the type of information that would be required in the event that it is definitively known whether the July 2006 deadline can be met or not.

Since the time of DEP's letter, however, the MBTA and Neoplan have firmly concluded that Neoplan will be unable to manufacture and deliver any additional buses over and above the 18 out of 85 buses that have been delivered to date. As a result, EOTPW was unable to meet the July 2006 deadline for the remaining 67 vehicles. A Force Majeure letter was sent to DEP on November 8, 2005. The Force Majeure letter explained the reason for the delay as well as the steps EOTPW and MBTA took to minimize the delay and a schedule by which EOTPW would meet the requirement of the ACO Amendment. On December 8, 2005, DEP responded with a letter in which it requested additional information on the bus procurement process. This supplemental information was submitted to DEP on January 18, 2006. Additionally, on February 9, 2006, EOTPW provided DEP with other information it requested. This information related to the protocol that the MBTA employs when it receives a new vehicle from a manufacturer and the timeline for bringing the bus into service. In addition, DEP requested information in regard to the "Check Engine Light" Standard Operating Procedure employed by the MBTA Bus Operations.

To address the delay in securing the new ECD buses, the MBTA began a procurement for additional buses. On July 21, 2005, the MBTA issued an Invitation for Bids for the delivery of 150 new ECD buses. This bus delivery would include the buses that Neoplan is unable to deliver as well as additional buses. On October 13, 2005, the MBTA opened bids from three bus companies interested in manufacturing the buses. At its meeting on December 8, 2005, the MBTA Board of Directors voted to approve the contract with the new vendor (New Flyer Incorporated). Based on a schedule that was established by the MBTA and agreed to by New Flyer, the MBTA will have the remaining 67 buses that are part of DEP requirement. Based on this schedule, the MBTA requested a ten month extension from the original due date of July 2006 to May 2007.

The bus manufacturing process is well underway. The initial prototype bus was delivered to the MBTA in September 2006. The MBTA began accepting delivery of the buses beginning in December 2006. These buses will be put through safety certification as well as having site-specific changes made, such as automatic stop announcements, before each is put into revenue service.

On March 15, 2007 the MBTA received the last of the 67 buses required by the ACO. This vehicle was tested and inspected and placed into service on March 31, 2007. The MBTA

has taken receipt of an additional 48 buses since March 15th, for a total of 137 new ECD's being added to the bus fleet. The balance of the buses, over and above those required by the ACO, will continue to be brought into service between now and the end of the year, but EOTPW's requirement under the ACO has been met.

EOTPW has met the requirement of the ACO. The delivery of new buses is now complete and as such, EOTPW will no longer be reporting on this matter.

3. MHD Construction Retrofit Program

a. Project Description

The Massachusetts Highway Department shall adopt a standard specification for all construction contracts requiring its contractors to implement diesel construction retrofits (such as oxidation catalysts or particulate filters) on the exhaust system of all large non-road diesel construction equipment greater than 50 horsepower.

b. Project Schedule and Status Report

As required by the ACO Amendment, this standard specification was implemented for all contracts advertised since March 15, 2005. Since that time, all projects have required the retrofits as a standard specification. In each case, the contractor signed a certification that it would abide by the new retrofit specification. Also included at Tab A are the results of the first MassHighway survey of contractors identifying which vehicles subject to the retrofit requirement are to be used on each job. Finally, MassHighway has added this certification as a mandatory document to be submitted by the contractor before the Notice to Proceed is issued. Current information is provided in Tab A.

Since the September Status Report, MassHighway has advertised a position in the Boston Construction Division for an environmental analyst to develop a diesel retrofit program. After reviewing resumes and holding interviews, an offer was made to the selected candidate. Negotiations with that candidate are currently ongoing.

c. MBTA Construction Retrofit Program

The MBTA has established a standard specification (reviewed by the DEP prior to implementation) and has used it on all construction projects advertised since January 1, 2001. A list of all contracts issued since 01/01/01 can be found at Tab B.

4. Urban Ring Draft Environmental Impact Statement

a. Project Description

This project includes the development of federal environmental review documents to develop, evaluate and recommend non-radial transit service alternatives that would provide better access to key activity centers in a 15-mile long, one-mile wide corridor located just beyond the Boston central core through the municipalities of Chelsea, Everett, Medford, Somerville, Cambridge, Brookline and Boston. The project is intended to provide better transit travel times from existing radial transit lines to points in the Urban Ring corridor, ease

congestion in the central subway system, and increase the overall MBTA system ridership. The Urban Ring corridor passes through areas with existing travel demand and/or future development potential, and a portion of the corridor generally follows the alignment of the previously proposed Inner Belt Highway. The alternatives include Transportation System Management (TSM) improvements to existing cross-town and express bus services, and new and overlapping Bus Rapid Transit (BRT) routes and light or heavy rail services. The alternatives would connect to new and current station stops on the existing and planned radial lines wherever they cross the Urban Ring Corridor.

b. Project Schedule and Status Report

On November 30, 2004, in compliance with the Administrative Consent Order, the MBTA filed a Draft Environmental Impact Report (DEIR) with the Executive Office of Environmental Affairs (EOEA). Amendment #2 to the ACO further required EOTPW to submit a draft Environmental Impact Statement (EIS) through the NEPA process on or before October 31, 2005, provided that the Federal Transit Administration (FTA) had accepted proposed modeling revisions and the Commonwealth had identified the source of 50% non-federal matching funds.

In a letter dated May 18, 2005, the MBTA informed MEPA of its intent to re-link the EIR and EIS. In that letter, the MBTA explained that it is currently seeking the guidance of the FTA in the development of the Draft Environmental Impact Statement (DEIS) for Phase 2 to comply with the requirements of NEPA. Additionally, the MBTA stated its intention to combine the DEIS with a Revised Draft Environmental Impact Report (RDEIR) in a joint document, which would respond to the comments received during the Draft EIR public review period.

On May 20, 2005, MEPA issued a Certificate on the DEIR in which the Secretary determined that the *"… DEIR submitted for this project adequately and properly complies with [MEPA]."* The Certificate then went on to state, however, that this finding was conditioned on the MBTA submitting a Notice of Project Change (NPC) in which it describes proposed changes to the Special Review Procedure (SRP) proposing a process, including dates for the MBTA to re-establish the coordinated federal/state review as well as to make proposed changes to the Citizen's Advisory Committee.

At the time, the MBTA and its consultant evaluated the level of effort necessary to complete the RDEIR/DEIS. Based on that review, the MBTA estimates that it will take 18 to 24 months from the time MEPA issues a certificate on this Notice of Project Change and a Notice to Proceed is issued to the consultant to complete this work.

On August 31, 2005, the MBTA filed with MEPA an NPC to the SRP Certificate. A draft of the NPC was given to the existing Citizen Advisory Committee (CAC), which provided comments on the NPC. In the NPC, the MBTA proposed the following chronology to re-link the MEPA and NEPA processes:

- File a RDEIR/DEIS for Urban Ring Phase 2 with both MEPA and the FTA no later than November 30, 2007.

- File a Final EIR/Final EIS for Urban Ring Phase 2 with both MEPA and FTA no later than December 31, 2008.

- File a Draft EIR/Draft EIS for Urban Ring Phase 3 with both MEPA and FTA no later than December 31, 2010.

- A Final EIR/Final EIS will be filed at a subsequent date, yet to be determined. As previously anticipated, the Scope for the Phase 3 EIR/EIS would be defined through a coordinated MEPA/FTA process at a later date. The Scope of this Final EIR for Phase 3 would be issued in the same timeframe as the Certificate on the Phase 2 FEIR.

The NPC went on to explain that the MBTA's ability to meet these dates is contingent upon several factors, most importantly, completion of all of the federal components to FTA's satisfaction. Since the project now is (and hopefully will continue to be) eligible to compete for federal New Starts funding, this coordination is expected to be quite important. Alternatives to the currently proposed project phasing could also result in changes to the above outlined schedule.

In the NPC, the MBTA also recommended that the Secretary reconstitute the CAC. The MBTA recommended that as part of the public review of this NPC, stakeholders use the public comment period to notify the Secretary of their interest in serving on the CAC.

MEPA accepted public comments on the NPC (including nominations for membership to the CAC) until September 27, 2005. In a letter dated September 30, 2005, EOTPW informed EOEA that it had secured the necessary funding to complete the RDEIR/DEIS. Additional correspondence in September 2005 informed the MBTA and EOEA that in accordance with Chapter 196 of the Acts of 2004, EOTPW has assumed financial responsibility for capital costs of major expansions of the MBTA system. In accordance with this financial responsibility, EOTPW's Office of Transportation Planning (OTP) has assumed responsibility for planning and environmental review of major expansion projects on the MBTA system. As a result, OTP's Transit Group now directs expansion planning for the Authority, including the RDEIR/DEIS for Urban Ring Phase 2.

On November 17, 2005, MEPA issued a new certificate on the Special Review Procedure agreeing to the dates in the NPC and establishing new membership for the CAC. Since the NPC was issued, the newly constituted CAC has met numerous times.

The CAC has also formed subcommittees for Alternatives and Variants, Traffic and Transportation, Finance and Development, and Noise, Vibration and Electromagnetic Force Impacts. EOTPW and the CAC have held several meetings of these various subcommittees.

EOTPW prepared and issued a request for responses (RFR) for consultant services to complete the RDEIR/DEIS. EOTPW issued the RFR on June 2, 2006, and received four proposals in response on the deadline of July 14, 2006. After reviewing these proposals, the project Evaluation Committee invited all four consultant teams to interviews, which were also attended by the Chair and Vice Chair of the CAC. Based on the proposals and interviews, the Evaluation Committee selected the Earth Tech, Inc. consultant team.

Since September 1, 2006, the project team has completed the following tasks:

- Prepared a Project Management Plan and project schedule
- Prepared a draft Public Involvement Plan to guide the public process
- Developed a project web site, www.theurbanring.com
- Identified data needs and distributed data requests
- Reviewed status of the regional travel demand model, and prepared data and assumptions necessary to establish Existing, No-Build, Baseline, and Build Alternatives for modeling and analysis
- Developed a preliminary list of route variants
- Assembled the most promising variants into a set of four preliminary Build Alternatives
- Held a set of three public meetings in (Chelsea on December 7, 2006; Cambridge on December 9, 2006; and Boston on December 11, 2006) at which the project team presented information on the project purpose, project background, and preliminary alternatives.
- Refined and finalized the four Build Alternatives.
- Executed detailed technical analysis of the alternatives, including travel demand modeling, ridership projections, neighborhood and environmental impacts, and cost estimates.

Members of the CAC and other stakeholders have raised concerns with the demographic assumptions that underlie the Urban Ring Phase 2 ridership projections. In keeping with federal guidance, the Urban Ring Phase 2 ridership projections are based on the horizon year 2030 demographic assumptions that were officially accepted by the Boston Region Metropolitan Planning Organization (MPO) for its 2007 Regional Transportation Plan (RTP). In the Urban Ring corridor, year 2030 projections for employment are significantly lower than the year 2025 projections included in the 2004 Boston Region RTP. As a result, members of the Urban Ring CAC and others have asserted that the Urban Ring Phase 2 ridership projections based on these demographic assumptions are too low.

EOTPW is concerned that a lack of confidence in the demographic projections could make it impossible to motivate CAC and other stakeholders to make difficult choices about Urban Ring Phase 2 alternatives. This would make it impossible to achieve consensus on a locally preferred alternative in time to meet the November 30, 2007 filing deadline. Therefore, Secretary of Transportation Bernard Cohen has filed a Notice of Project Change with MEPA that requests a six-month extension to enable the Boston Region MPO to address concerns about the demographic assumptions. EOTPW will keep DEP updated on the status of the environmental filing schedule.

5. Silver Line Phase III

On December 13, 2006, EOTPW and DEP executed the Transit Commitments Administrative Consent Order Amendment #3, which established, among other matters, a requirement for EOTPW to direct the MBTA to complete a Full Funding Grant Agreement for the Silver Line Phase III project with the Federal Transit Administration (FTA) by December 10, 2010 and to direct the MBTA to complete construction of Phase III by December 31, 2016. Additionally, the ACO Amendment #3 required EOTPW, within 90 days of the effective date of the Consent Order, to provide a schedule with measurable milestones for future reporting and tracking of compliance for DEP approval.

EOTPW respectfully seeks approval of the Silver Line Milestones as developed by the MBTA:

1. **Return to Preliminary Engineering:** FTA approval for re-entrance into Preliminary Engineering (PE) is necessary prior to any further engineering work taking place. The FTA granted PE approval on December 13, 2006, the FTA approved the MBTA's request to return to PE as well as rated the project with a *Medium* rating as part of the New Starts evaluation process**.** With this rating and PE approval in hand, the MBTA can now begin the Preliminary Engineering so as to support an environmental review document as well as to meet the FTA's requirements to advance the project.

2. **File Final EIS/EIR**: the MBTA is currently preparing the necessary state and federal environmental review documents. This Final EIR/EIS will address the scope presented by EOEA in its Certificates on both the Supplemental Draft EIR (Certificate dated August 15, 2005) as well as on the Notice of Project Change (Certificate dated November 16, 2006). The FEIR/FEIS will also respond to comments received on both the SDEIR as well as the NPC. EOTPW anticipates that the MBTA will file this document by December 31, 2007 and a full public review, including public hearing and public comment will follow.

3. **FTA Issues a Record of Decision (ROD):** the FTA's ROD is necessary to finalize the environmental review. If the MBTA files the environmental document by the end of December 2007, EOTPW anticipates that the FTA can issue a ROD by ***May 31, 2007***. This milestone is provided for informational purposes only since the ROD is issued only by FTA and therefore out of the control of EOTPW.

4. **Complete Preliminary Engineering**: All steps necessary to satisfy the FTA's requirements for PE will be completed by the **Summer 2008** and the FFY 2010 New Starts filing, which will be submitted to FTA in August 2008 and will include a PE Completion Report as well as a request to enter Final Design.

5. **Complete Final Design**: All steps necessary to satisfy the FTA's requirements for FD will be completed by the ***Summer 2009*** and the FFY 2011 New Starts filing, which will be submitted to FTA in August 2009 will include a FD Completion Report as well as a request to initiate a Full Funding Grant Agreement.

6. **Start Construction**: EOTPW anticipates construction to begin by ***December 31, 2010****.* During the Final Design Stage, MBTA will identify the staging and sequencing of construction as well as how many construction contracts will be issued.

7. **Revenue Service**: Silver Line Phase III service will begin by ***December 31, 2016.*** While service is in place, certain elements of construction (*e.g.,*

roadway surface, surface level restoration, park restoration, *etc.*) will continue for upwards of 18 months after service begins.

EOTPW will continue to update DEP via this status report as to its ability to maintain these milestones.

6. EOTPW/RTA Diesel Retrofit Program

The ACO Amendment #3 dated December 13, 2006 requires EOTPW to administer the distribution of funds to regional transportation authorities (RTA) for the installation of emission reduction technologies on RTA buses. The ACO also required EOTPW to submit to DEP a three-year plan for completing the retrofits. That plan, which was submitted on March 13, 2007, was to include a list of the relevant Rat's, the number of buses to be retrofitted and the technology to be used.

Fourteen Regional Transit Authorities provide public transit service in 231 municipalities across the Commonwealth. As the only providers of unrestricted public transit outside of the MBTA district, Rat's play a vital role in areas of low density and places where travelers often have few options for non-automobile travel. Responsible for fixed-route and demand-response services, Rat's use a variety of vehicles to meet the needs of their passengers, including vehicles of varying sizes, vintages, and engine characteristics. The program described here – the EOTPW/RTA Diesel Retrofit Program – proposes to reduce the emissions associated with the diesel engines used by many RTA vehicles by making verified diesel particulate filters widely available to all Rat's – at no cost to the Authorities themselves – and by providing administrative support and encouragement to the Rat's. This program will target RTA vehicles that were manufactured between 1994-2007 and that have not already been retrofitted.

In the interest of making this program as effective as possible, EOTPW intends to work closely with DEP to refine this proposal to the satisfaction of both agencies. In addition, EOTPW will work with the Massachusetts Association of Regional Transit Authorities to help promote the EOTPW/RTA Diesel Retrofit Program. This program is intended to complement a similar program currently under development by EOTPW and DEP for the public school bus fleet of the Commonwealth. Taken together, these programs have the potential to address two significant sources of diesel-associated vehicle emissions.

The Problem to be Addressed

As of 2006, the 14 Regional Transit Authorities of the Commonwealth (listed below) together owned approximately 579 fixed-route transit vehicles. EOTPW is still in the process of confirming the number of vehicles that would be eligible for diesel retrofit, based on age and type of engine.

Regional Transit Authority	Number of Vehicles
Berkshire RTA	16
Brockton Area Transit Authority	52
Cape Ann Transportation Authority	18
Cape Cod RTA	38
Franklin RTA	9
Greater Attleboro Taunton RTA	30
Lowell RTA	45
Martha's Vineyard Transit Authority	24
Merrimack Valley RTA	43
Montachusett RTA	32
Nantucket RTA	17
Pioneer Valley RTA	185
Southeastern RTA	24
Worcester RTA	46

Only vehicles owned by the Rat's – no leased or sub-contracted vehicles – will be eligible for this program.

Funding

EOTPW will support this program using funds from the Congestion Mitigation & Air Quality Improvement Program, up to a three-year total of $4.5 million. The use of CMAQ funds for diesel retrofit purposes has already been approved by the CMAQ Consultation Committee, and the Executive Office of Transportation will provide the 20% non-federal match required for CMAQ funds. Due to federal restrictions placed on the use of CMAQ funds, the EOTPW/RTA Diesel Retrofit Program will run for three years from official commencement.

Proposed Technologies

Per recommendation from DEP, EOTPW intends to support the use of diesel particulate filters by the Rat's as part of this program. EOTPW understands that the Operational Services Division of the Commonwealth currently makes three types of verified retrofit equipment available for purchase by state entities, including the Rat's. EOTPW will also consider providing funding to train RTA vehicle mechanics in the installation and repair of diesel particulate filters, if needed. It is expected that the Rat's will opt to retrofit their vehicles as part of routine maintenance; EOTPW does not anticipate that Rat's will take their vehicles out of service solely for the purposes of retrofitting.

Measurable Milestones

EOTPW is proposing that participation in the EOTPW/RTA Diesel Retrofit Program be voluntary for the Rat's and will dedicate substantial resources to encouraging the Authorities to take part. Working through the EOTPW Transit Office, the Massachusetts Association of Regional Transit Authorities, and the Massachusetts Association of Regional Planning Agencies, EOTPW will educate the Rat's about the program and will promote the benefits of diesel retrofit technologies.

For reporting purposes, EOTPW will identify those vehicles for which it has received verification of installation – exact verification procedures will be developed in concert with DEP – and for which it has or is in the process of providing reimbursement. EOTPW will also work with the Rat's and with DEP to estimate the pollutants reduced through the installation of the retrofit equipment.

7. Service to TF Green Airport

a. Project Description

This project is also referred to as South County Commuter Rail Service which includes service to TF Green Airport in Providence, Rhode Island as well as Wickford Junction. TEA 21 authorized $25 million for the development of an Amtrak/commuter rail station and automated people mover connection from the Northeast Corridor to TF Green Airport in Warwick, RI. The Northeast Corridor is located approximately 1,300 feet west of the Airport. It is the closest intercity rail-to-air connection in the country. Since 1995, the City of Warwick has proposed a redevelopment of the area between the railroad and the airport terminal. The City has adopted the Warwick Station Redevelopment District to oversee the redevelopment of 70 acres between the train station and airport. RIDOT completed a reevaluation of the Environmental Assessment (EA) in 2002 to identify the potential environmental impacts associated with a consolidated rental car facility with a train station.

In addition, RIDOT has secured a $25 million New Starts project to extend commuter rail to Wickford Junction Station in North Kingstown, RI. RIDOT's commuter rail operating plan for the South County Commuter Rail Service includes the extension of eight (8) round trips of the existing MBTA Providence service south to Wickford Junction, with a stop at TF Green Airport.

The project has the following primary purposes:

- *Environmental:* To improve air quality adjacent to the airport and to provide for the cleanup and removal of potentially hazardous materials from the train station sites.

- *Transportation*: To relieve peak hour traffic congestion both on the I-95 corridor and the adjacent roadways, in addition to providing an alternate mode of travel for area residents to access jobs in Providence and Boston.

- *Economic Development*: To support and enhance the City's redevelopment efforts within the adjacent Warwick Station Development District.

  Warwick Station: RIDOT, in conjunction with the R.I. Airport Corporation (RIAC), is currently negotiating an agreement with the nine (9) rental car agencies that serve TF Green Airport. The consolidated rental car facility will consist of a 3,000-space garage (2,000 for rental cars and 1,000 for rail passengers), built over the Northeast Corridor, to be connected by a 1,300 foot automated people mover. Total facility cost is estimated at $175 million. In addition, RIDOT and Amtrak have conceptually agreed upon a final track configuration that includes the ability to stop both intercity

and commuter trains at the airport. Use of the RIDOT-built freight track within the Northeast Corridor for commuter rail is included in the track configuration plan.

In addition, RIDOT has coordinated a proposed eight (8) round trip schedule with MBTA, which has been reviewed by the MBTA's railroad operations department and its service provider. RIDOT exercised an option in the MBTA's equipment contract to purchase five (5) bi-level coaches through Amendment No. 3 to the Pilgrim Partnership Agreement. Those coaches are now in service and the MBTA and RIDOT are developing the reimbursement system.

b. Project Schedule and Status Report

- Construction of Pawtucket layover is now complete and operational. This new layover is necessary to accommodate the additional service.

- Financing and bond issuance for Warwick Station was completed in June 2006.

- Delays due to Amtrak coordination resulted in a delay in the design of the station. The redesign of Warwick Station at TF Green Airport is anticipated for the fall 2007. Construction contracts will be bid in early 2008 for construction later that year.

- Finalize operating agreement between RIDOT and MBTA by late 2007. The ability to complete this operating agreement is contingent upon Amtrak coordination.

- Anticipate start-up of South County Commuter Rail Service in late 2009.

It is anticipated that other issues may arise over the next year that also need resolution, but with an attempt to begin service to Wickford Junction as soon as possible.