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This report is submitted to the Massachusetts Department of Environmental Protection in order to fulfill the requirements of Section (V)(1) of the Administrative Consent Order (AC0-BO-00-7001) entered into by the DEP and EOT on January 26, 2005. Below is a project description and status information for each of the projects required under the ACO and its amendments.

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. A reduction in headways requires 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. 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, and 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 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.

At its meeting in April 2008, the MBTA Board of Directors approved the most recent Capital Investment Plan (CIP) for Fiscal Years 2009 through 2013. In this CIP, the MBTA has programmed over $133 million for overall Orange Line vehicle procurement. The prior CIP (FY 2008 through 2012) had 73 million for the Orange Line project.

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.

**This schedule milestone has been met.** In a letter dated November 30, 2007, EOTPW provided the DEP with a schedule, including milestones for the delivery of Orange Line vehicles. The ACO requires EOTPW to provide the DEP with a revised schedule for the procurement of a new Orange Line fleet. This fleet must include a sufficient number of new Orange Line cars such that the total is 18 more (or the equivalent carrying capacity) than are in the 2005 fleet, on a time line consistent with the replacement of existing Orange Line fleet at the end of the current cars’ useful life (2015).

The MBTA’s current Orange Line fleet is comprised of 120 coaches. The MBTA has developed a procurement strategy and timeline for purchasing a new fleet comprised of 146 new Orange Line coaches. The MBTA’s Orange Line vehicle schedule is as follows:

i. In September 2007, the MBTA advertized for consultant services to assist the MBTA in the development of a new specification for 146 New Orange Line Vehicles. **This interim milestone has been met.**

ii. Award Contract for consultant Services for the Vehicle Procurement – May 2008. The MBTA had previously planned on awarding this contract at its March 2008 Board of Directors’ meeting. Given the complexity of the proposals and questions from prospective consulting companies, the MBTA decided to allow more time for consultant review and selection. **This contract was awarded at the July 2008 Board of Directors’ meeting. This interim milestone has been met.**

iii. Advertize Request for Proposal for New Orange Line Vehicle Manufacturing and Delivery Contract – April 2009

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1 These costs include $80 million for the vehicle procurement, $10 million to make the signal systems compatible with the new vehicles and over $43 million for ancillary improvements associated with the new vehicles such as power system upgrades, bridge modifications, modifications to the maintenance facilities, etc.
iv. MBTA Board of Directors Awards Contract – April 2010
v. Issue Notice to Proceed to Selected Manufacturer – May 2010
vi. Delivery of Pilot Vehicle – December 2012

2. MHD Construction Retrofit Program

The ACO requires EOT to implement a construction equipment retrofit program and retrofit equipment with emission control technologies such as oxidation catalysts and particulate filters for large MHD and MBTA funded projects. The ACO Amendment #2 dated January 26, 2005 expands on the requirements of the MHD retrofit program.

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.

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. MassHighway has mandated this certification as a requirement for Award of Contract. In addition, contractors must submit a list of all equipment to be retrofitted that will be used on the contract. Current information is provided in Tab A.

During this last reporting period, MassHighway initiated discussions with DEP on other program elements as well as revisions to the contract specification and required equipment list to make the requirements consistent with those used by other Commonwealth agencies and authorities (such as DCAM, MASSPORT, and DEP).

3. 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. The NPC recommended re-linking the MEPA and NEPA processes, establishing a new schedule for the MEPA and NEPA deadlines, and recommending 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 to 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](http://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.
- Held a set of three public meetings (Everett on April 4, 2007; Boston on April 9, 2007; and Somerville on April 17, 2007) at which the project team presented preliminary results from the alternatives analysis.
- Based on comments from members of the CAC, the general public, and other stakeholders, the project team developed additional Build Alternatives, bringing the total to nine.
- Evaluated the benefits, impacts, and costs associated with the nine Build Alternatives.
- Working with the CAC and other stakeholders, the project team identified the most productive and efficient segments and elements of the various Build Alternatives, as well as the least effective segments and elements.. Based on this evaluation, the project team developed a narrowed-down set of three “Hybrid Alternatives” that combine the best elements of the previous nine Build Alternatives.
- The project team has conducted numerous meetings with CAC members and other stakeholders to address more detailed design and engineering issues associated with the Hybrid Alternatives.
- Working with the CAC, neighborhood groups, and other stakeholders, the project team has developed preliminary recommendations for a Locally Preferred Alternative (LPA), and has been working to develop potential strategies for a staged implementation of Urban Ring Phase 2.

In the spring of 2007, 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, the initial RTP year 2030 projections for employment were 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.

EOT has made extensive progress toward developing a technically sound proposal for the Urban Ring Phase 2 that also has generally good stakeholder support. Although EOT worked to meet the May 31, 2008 RDEIR/DEIS deadline, the delay that resulted from incorporating updated demographic assumptions and a very comprehensive technical and stakeholder coordination process has prevented EOT from meeting that deadline. Therefore, EOT filed Notice of Project Change request with MEPA for an extension of the May 31, 2008 RDEIR/DEIS filing deadline to November 30, 2008 in order to provide adequate time for review of a draft DEIS document, especially by the Federal Transit Administration (FTA) and by the Urban Ring Citizens Advisory Committee (CAC). In a MEPA Certificate dated May 30, 2008, Executive Office of Energy and Environmental Affairs Secretary Ian Bowles granted this extension.

In keeping with its schedule to meet the November 30, 2008 RDEIR/DEIS filing deadline, EOT has distributed review drafts of the major RDEIR/DEIS document to the CAC, MBTA, and FTA. The first set of chapters was distributed on June 12 and 13, 2008, and a second set of chapters was distributed on July 17, 2008. EOT has received many comments from the CAC in response to these draft chapters, and is working to address these comments in advance of filing the document.

4. 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 2010 and to direct the MBTA to complete construction of Phase III by December 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 provided the DEP with the following 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. Throughout 2007, the MBTA has been working on a series of analyses designed to help define the project more specifically. These studies focused on elements of the project, such as the layout of the portal and the streetscape surrounding the portal, the configuration of the headhouses, etc. These analyses are now substantially complete and the MBTA can move on to more advanced design of the project. At its Board of Directors’ Meeting in September 2007, the MBTA Board approved an amendment to the Silver Line design contract to perform the engineering required under the PE phase. The design of the project continues to advance through the PE phase; more advanced cross sections, plans and construction estimates are currently underway. Additionally, the project team is specifically focused on meeting the FTA’s PE phase requirements so that it can be deemed ready to enter Final Design when the request is made later this year.
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. In order to meet certain FTA requirements for Preliminary Engineering and Risk Assessment, the MBTA worked with FTA to develop a new timeline for the environmental review. The new timeline continues to maintain the overall schedule for the issuance of a Full Funding Grant Agreement as well as construction and operations. Based on these developments, EOTPW now anticipates that the MBTA will release the FEIS/FEIR in the fall of 2008. The environmental documents will be released to the public for its review at which point a full public review, including 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 on its anticipated schedule, EOTPW anticipates that the FTA can issue a ROD by **March 2009**. This milestone is provided for informational purposes only since the ROD is issued solely by FTA and therefore out of the control of EOTPW and the MBTA.

4. **Complete Preliminary Engineering**: The MBTA's original plan was to complete the PE phase and to request permission to enter into Final Design (FD) in November of this year. After extensive conversations with FTA, the MBTA has determined that it is prudent to take the project into Extended Preliminary Engineering (APE) and delay the request to go into Final Design. The MBTA believes that this approach will allow them to continue the design and build a better and more reliable cost estimate. As all transit agencies have learned over the years, the cost estimate becomes more accurate and more reliable if there is a sufficient level of design to support the estimate. This is particularly true when building in a dense, urban and underground environment such as the area where the Silver Line is being built. By doing more design, we feel we can plan and estimate a better project.

   Entering into Advanced PE will not alter the overall project schedule. The MBTA simply requested that we delay the point at which we request Final Design approval: the engineering will continue along the same pace. The longer period of time in PE can be balanced by a shorter period of time in Final Design.

   The MBTA requested permission to perform extended PE and the FTA agreed to that request in June 2008.

   In light of this, all steps necessary to satisfy the FTA's requirements for Extended PE will be completed by the **Summer of 2009**

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

6. **Start Construction**: EOTPW and the MBTA anticipate that construction will begin by **December 31, 2010**. During the Final Design Stage, MBTA will identify the staging...
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 and the MBTA will continue to update DEP via this status report as to its ability to maintain these milestones.

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5. **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 RTA’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, RTA’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, RTA’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 RTA’s – at no cost to the Authorities themselves – and by providing administrative support and encouragement to the RTA’s. This program will target RTA vehicles that were manufactured between 1994 and 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.

<table>
<thead>
<tr>
<th>Regional Transit Authority</th>
<th>Number of Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berkshire RTA</td>
<td>16</td>
</tr>
<tr>
<td>Brockton Area Transit Authority</td>
<td>52</td>
</tr>
<tr>
<td>Cape Ann Transportation Authority</td>
<td>18</td>
</tr>
</tbody>
</table>
Only vehicles owned by the RTA’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 EOTPW 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.

**Measurable Milestones**

EOTPW is proposing that participation in the EOTPW/RTA Diesel Retrofit Program be voluntary for the RTA’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 RTA’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 RTA’s and with DEP to estimate the pollutants reduced through the installation of the retrofit equipment.

6. **Blue Line Platform Lengthening and Station Modernization**

The MBTA is in the process of retrofitting all of the Blue Line stations so that they can accommodate six-car trains as required by the SIP (four-car trains are currently operated along the line). The MBTA is also purchasing new and additional Blue Line vehicles to meet the six-car train requirement. In addition to the work required to meet the six-car SIP mandate, the MBTA has also undertaken a modernization program for the Blue Line, including improvements to lighting, seating, signage, access, and other station features. EOT is reporting on all elements of the Blue Line improvement effort here. The modernization program, when combined with the introduction of the SIP-required six-car trains, will significantly improve the experience of using the Blue Line.

The MBTA has undertaken the following work as part of its overall program to upgrade the Blue Line:

<table>
<thead>
<tr>
<th>RTA</th>
<th>Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Cod RTA</td>
<td>38</td>
</tr>
<tr>
<td>Franklin RTA</td>
<td>9</td>
</tr>
<tr>
<td>Greater Attleboro Taunton RTA</td>
<td>30</td>
</tr>
<tr>
<td>Lowell RTA</td>
<td>45</td>
</tr>
<tr>
<td>Martha’s Vineyard Transit Authority</td>
<td>24</td>
</tr>
<tr>
<td>Merrimack Valley RTA</td>
<td>43</td>
</tr>
<tr>
<td>Montachussett RTA</td>
<td>32</td>
</tr>
<tr>
<td>Nantucket RTA</td>
<td>17</td>
</tr>
<tr>
<td>Pioneer Valley RTA</td>
<td>185</td>
</tr>
<tr>
<td>Southeastern RTA</td>
<td>24</td>
</tr>
<tr>
<td>Worcester RTA</td>
<td>46</td>
</tr>
</tbody>
</table>
Stations at Wonderland, Revere Beach, Beachmont, Suffolk Down, Orient Heights, Wood Island, Airport, Maverick, Aquarium, State Street, Government Center and Bowdoin are all ready to accommodate six-car trains. Modernization work (e.g. making the stations fully accessible, providing new and improved amenities) at State and Maverick is underway via separate construction contracts and modernization work is expected to start at Government Center and Orient Heights in late 2009.

Status of Blue Line Stations

The Maverick Station modernization contract has been awarded and work is currently underway. The project will completely overhaul the station – almost 60 years old – and make it fully accessible for persons with disabilities. The MBTA anticipates that all modernization work on this station will be substantially complete by November 2008. The platform-lengthening work necessary to allow the station to accommodate six-car trains is already complete.

The Government Center Station modernization contract was advertised in 2007. The contractors’ bids, however, came in 45% higher than the MBTA’s original estimate. As a result, the MBTA is currently looking to redesign the project so that the modernized station continues to meet ADA requirements but does so at a lower cost. The MBTA is working with the Federal Transit Administration to determine what the new timeline for advertisement and completion of the station modernization work will be. Government Center Station can currently accommodate six-car trains.

The contract for the Orient Heights Station modernization – with a scope significantly modified to respond to community requests – will be advertised in 2009. A construction sequencing and construction management plan for the new station has not yet been developed, so an anticipated completion date cannot be provided at this time. The station, however, can currently accommodate six-car trains.

Status of New Blue Line Vehicles

New vehicles are needed for the Blue Line, both to provide a sufficient number of cars for the new six-car trains and to allow for the retirement of the existing, and aging, fleet. On February 20, 2008, the MBTA introduced the first new Blue Line train into passenger service. The MBTA will continue to accept and bring into service new Blue Line cars - and, correspondingly, retire older Blue Line cars - until the last new train set is in service. As of the date of this report, the MBTA has 28 new Blue Line vehicles in revenue service, along with an additional 16 cars on the property and soon to complete the burn-in process and enter into service. The MBTA plans to introduce the first six car train into service in September 2008. The MBTA expects all 94 vehicles to be in revenue service by the end of 2009, with 2-4 vehicles anticipated to enter revenue service every month until then. As more vehicles are in, more six car trains will be put into service and the older Blue Line vehicles will be retired.

The current configuration of the tunnel does not allow for the extension of platforms in Bowdoin Station. Prior plans called for the closure of Bowdoin once six car trains went into service and all prior transit commitment reports described that station closure. In order to better accommodate passengers, however, the MBTA has decided to keep Bowdoin Station open and to develop an operating plan that allows the six car train to traverse the station. The westbound (inbound) platform can accommodate six cars. Trains will pull into the station and all doors will open for this terminal station. The train will then make their way around the loop and head towards the eastbound (outbound) direction. The first two cars will be in the tunnel, and therefore not accessible to passengers but the remaining four of the cars will be accessible. The train will then move on towards Government Center at which point, doors on all six cars will open. The MBTA believes that this adjustment to the service plan will better service our customers, particularly those headed to locations on Cambridge Street or Beacon Hill.

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Project Funding

The entire Blue Line Modernization effort, including all station and facility upgrades and the new Blue Line vehicles, was funded by a combination of federal transit and MBTA revenue bonds. The total cost of the improvements necessary to allow the Blue Line to accommodate six-car trains – including the cost of purchasing necessary new Blue Line cars – was $597.3 million, with the FTA funding $319.5 million and the MBTA funding the remaining $277.8 million.