



Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
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and Rail & Transit Administrator



June 6, 2013

The Honorable William N. Brownsberger  
State House  
Room 413C  
Boston, MA 02133-1053

Dear Senator Brownsberger:

As a follow-up to our recent meeting on issues raised in the March 28<sup>th</sup> letter from you and Legislative colleagues, I wanted to give you a brief status update on specific MBTA initiatives impacting Green Line service.

- **Green Line Tracking System:** The MBTA is in the process of implementing a Green Line Tracking System to monitor vehicle positions and to provide arrival countdown information at stations. The system, connected by fiber network, will employ GPS technology at surface operation and transponders in subway tunnels. MBTA is developing a project implementation plan to activate the tracking system in phases. The target date for roll-out of the first stage of Green Line tracking in the central subway is 2015. Project completion is anticipated in 2016.
- **Traffic Signal Coordination:** Green Line tracking will facilitate MBTA work in making Transit Signal Priority operational on critical segments of the Green Line. Near term application of TSP is being investigated at several locations including Commonwealth Avenue intersections with Pleasant Street and St. Mary's Street.
- **Stop Consolidation:** MBTA staff is evaluating the potential of improving travel times on the B, C and E branches by more efficient spacing of stops. Staff over the next few weeks will be completing an evaluation, which will take into consideration accessibility, number of boardings and walk distances. We will be reviewing proposals with City of Boston and Town of Brookline officials before formalizing a proposal for public presentation.
- **Government Center Modernization:** The MBTA has awarded an \$82 million construction contract for reconstruction of Government Center station. The contractor is scheduled to start work soon. The overall construction period is projected to be three years, at the end of which the Government Center—one of the busiest transfer stations in the MBTA system—will be fully accessible and code compliant. Station capacity will be expanded and the facility will be outfitted with safety and security upgrades.
- **Fenway Multi-Use Trail:** The City of Boston is initiating design of an extension of a multi-use trail from the Muddy River Reservation to Fenway Station along a Right-of-Way segment formerly owned by the freight carrier CSX and acquired by MassDOT last fall. The path would facilitate safer bike and pedestrian access to Fenway station. Design will be coordinated with the MBTA to ensure continued Green Line Maintenance Vehicle access and potentially to provide for Green Line vehicle storage that would enable additional service to better accommodate crush load demands occurring at Fenway events.

- **Green Line Vehicle Programs:** The MBTA procurement process is underway for the next generation *Type 9* Green Line vehicles with vendor selection and contract award expected in early 2014. A base order of 24 vehicles is needed to operate the Green Line Extension to Union Square and Medford Hillside. An option for additional vehicles is being included in this procurement which could be exercised subject to future funding currently not included in our approved Capital Investment Program nor in the Way Forward Plan. The current Green Line Extension procurement schedule calls for vehicle delivery beginning in 2017.

In addition, the MBTA has implemented an upgrade program for its existing Green Line vehicle fleets. In late 2012 the Authority began a \$128 million selective system overhaul on 86 *Type 7* vehicles and has budgeted \$11.7 million for component repairs on the *Type 8* fleet.

- **Power System Upgrades:** The Authority has initiated an in-depth engineering review of the catenary system on the Green Line. The review will identify the condition, prioritize areas of most concern and proposed improvements, and develop training protocols to assist crews in addressing potential hazards/issues. Additionally, the AC distribution feeds are being replaced in sections of the Highland Branch; this work will be completed this Summer 2013. Staff is also preparing this summer a bid package for an overall trolley wire replacement and improvement program. We hope to identify funding for this procurement in the months ahead through our capital budgeting process.

Finally, given the criticality of the Green Line to our overall public transit network, during FY2014 we will prepare a consolidated plan of power and other infrastructure improvements necessary for enhancing Green Line capacity and supporting three-car train operations.

I look forward to reviewing the progress on the Green Line program with you at our scheduled June 24th meeting.

Thank you again for your interest and active support of improved Boston regional transit.

Sincerely,



Beverly A. Scott, Ph.D.  
General Manager and  
Rail & Transit Administrator

