

Green Line Extension. The GLX project plan was scaled back this May, prompted by the State's announcement last August that the cost estimate for the original project had ballooned from \$2 billion to \$3 billion. The scaled-back project has an estimated cost of \$2.3 billion, and replaces the heavy-rail style central-platform station designs with open-air stations and the large planned maintenance facility with a smaller one. The scaled-back plan also features at-grade boardings and shelters of the type currently used at other outdoor Green Line stops. All stations will have bike storage and be ADA-compliant. Starting with the GLX, MassDOT now requires municipal contributions for transportation improvements. As result, Somerville has committed \$50 million to the project, and Cambridge \$25 million. In 2015 the Federal Transit Administration (FTA) granted \$996 million to partially fund the GLX; soon the agency must approve the scaled-down project in order to release those funds. Concurrently, MassDOT/MBTA are recruiting for a new project management team and are working on a design/build contract package to put out to bid this fall. (GLX could face more fiscal challenges in the fall during the bidding process.) If all goes well with FTA approval and an awarded design/build contract, detailed designs of the GLX would resume in 2017. Project completion is estimated to be in the 2021 timeframe, depending on the start of construction.

Community Path. The conceptual plan of the scaled-back GLX project has cut out the critical final ½ mile segment of the planned Community Path extension and eliminated 3 neighborhood street connections. If the GLX is constructed, MassDOT/MBTA will design and construct the multi-use Path along the GLX corridor from Lowell St. but only to Washington St., not all the way to NorthPoint in Cambridge as originally planned. The City is still seeking to have this critical missing off-street link built. The Friends of the Community Path have submitted to City and State officials alternative conceptual plans to complete the Path extension off-road all the way to NorthPoint. Such a fully off-road Path would connect the Minuteman and Charles River paths, linking a network of approximately 48 miles of continuous bike/ped path, connecting 11 Boston area cities and towns, and creating the eastern 6 miles of the 104-mile Mass Central Rail Trail.

Initiative to Change Policy Related to Populations Affected by Traffic Pollutants. Somerville Transportation Equity Partnership (STEP), the City of Somerville, and the Chinese Progressive Association in partnership with Tufts University Schools of Public Health and Engineering, the Boston Public Health Commission, and the Metropolitan Area Planning Council (MAPC) have collaborated since 2013 on a 3-year project. The goal is to protect the health of people living near highways in Somerville and Boston by using knowledge gained from the Community Assessment of Freeway Exposure and Health (CAFEH) study. The team has worked to impact the siting and design of housing, schools, and open space near highways to reduce pollution exposure with practical, realistic solutions. Working with the City of Somerville, the team has prepared a draft ordinance to require protective air filtration in new construction and larger renovations on high-traffic roadways. A longer-term goal is to broaden this effort regionally. The project was funded by The Kresge Foundation. Information about this project and the research findings is available at <http://sites.tufts.edu/cafeh/>.

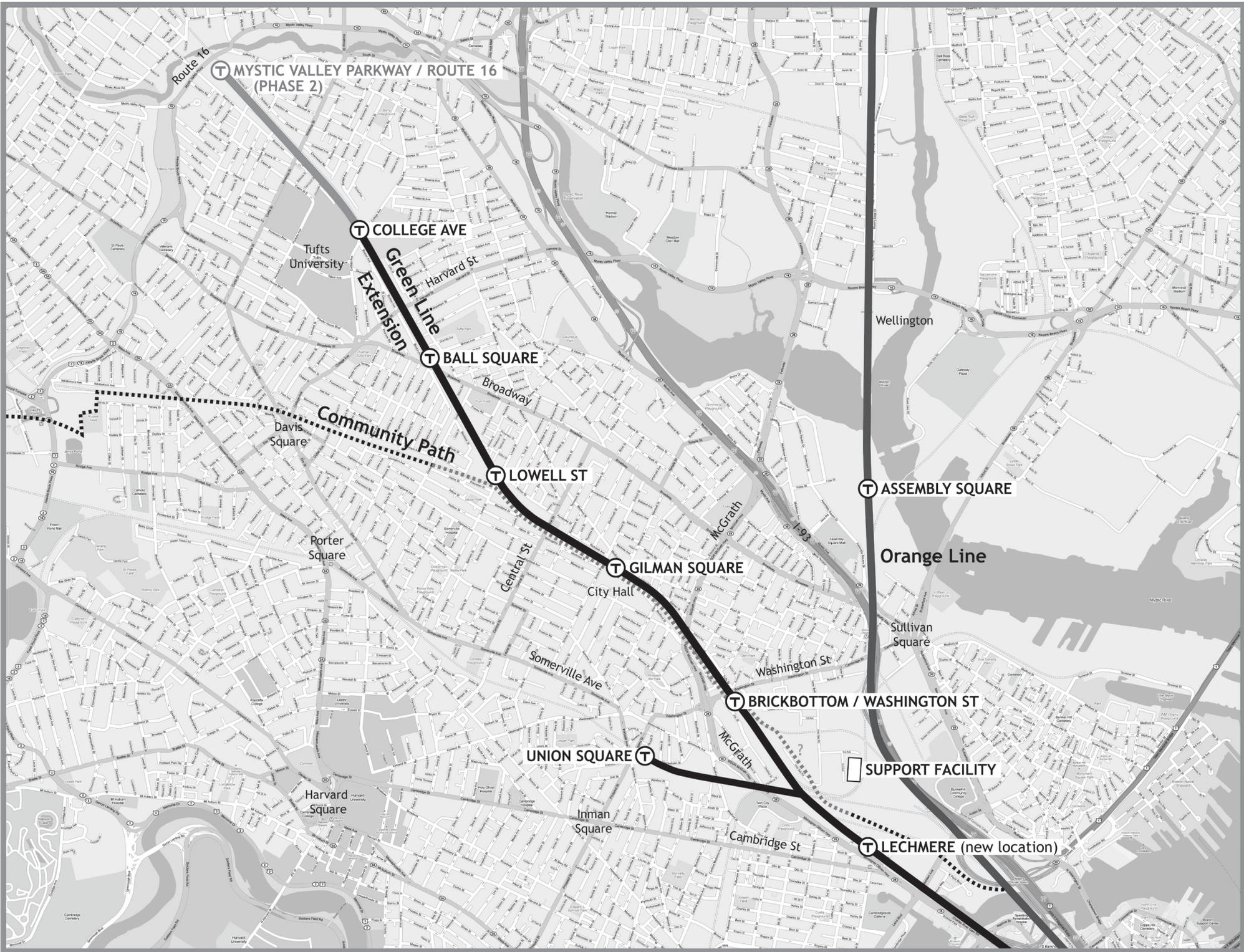
McGrath Boulevard Project. Removing the McCarthy Overpass on Route 28 (McGrath Highway over Washington St.) and turning McGrath into a street-level multi-modal boulevard will connect Union Sq. with East Somerville and Inner Belt, and will make the route safer and more accessible for pedestrians, cyclists, and drivers.

In March, the McGrath Boulevard Project team presented the conceptual design for the corridor to the project's working group, composed of local residents, business owners, transportation and green space advocates, and representatives of local, state, and federal governments. The presented concept, achieved through the contributions of the working group, is now at 10% design level and provides a 4-lane cross section with 6 lanes at two key intersections. Following a public hearing early this fall, the design concept will be filed in an Environmental Notification Form (ENF) with the Massachusetts Environmental Policy Act (MEPA). The next stage of work will take the concept to a 25% design level.



Current News About Transportation Projects in Somerville

SOMERVILLE
TRANSPORTATION EQUITY
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Route 16
T MYSTIC VALLEY PARKWAY / ROUTE 16
(PHASE 2)

T COLLEGE AVE

Green Line
Extension

T BALL SQUARE

Community Path

T LOWELL ST

T GILMAN SQUARE

T ASSEMBLY SQUARE

Orange Line

T BRICKBOTTOM / WASHINGTON ST

SUPPORT FACILITY

T UNION SQUARE

T LECHMERE (new location)