

Fact Sheet: The Green Line Extension

Cambridge | Somerville | Medford

What is the Green Line Extension?

The Green Line Extension (GLX) project will expand MBTA light rail services into Somerville and Medford, by way of the Green Line. Currently, the Green Line ends at Lechmere Station in East Cambridge. This project will extend the line 4.7 miles, creating two new separate branches that will end at Union Square in Somerville and College Avenue in Medford, respectively.

The Many Benefits of the Green Line Extension

- 1. Fulfilling demand for a direct ride** to Downtown Boston from these communities
- 2. Reducing travel time** by eliminating the need for bus and rail transfers
- 3. Increasing the number of transit riders** across the seven new GLX stations by approximately 45,000 riders per day by 2030
- 4. Improving air quality** because of 25,000+ fewer vehicle miles traveled per day
- 5. Enhancing universal access** with all new stations meeting or exceeding the standards of the Americans with Disabilities Act
- 6. Improving the overall transit experience** with platform canopies to protect from wind and precipitation, additional elevators at select stations, and public art
- 7. Reducing noise pollution** and vibration impacts from area railroads with mitigation measures.
- 8. Increasing biking and walking routes** by creating a continuous network of shared-use paths that connect 11 cities and towns in Metro Boston

The Story of the Green Line Extension

Dirty Air, Lack of Transit

The Green Line Extension project was first proposed in **1990** under Governor Michael Dukakis to offset pollution and traffic problems caused by Boston's Big Dig highway project. The initial deadline for completion was 2011.



Pushed Into Action

After 15 years and little progress, the Conservation Law Foundation filed a federal lawsuit, pushing the state to respond. The MBTA made its first significant move in **2008**, selecting five station locations.



Neighbors Respond

As the project completion date continued to be pushed back and cost estimates rose, frustrated Somerville residents responded with a mock groundbreaking ceremony in **2011**.

LECHMERE



Price Tag Woes

In **2014**, the Federal Transit Administration (FTA) agreed to jump-start the project with \$996 million in funding. Unfortunately, all plans came to a halt when the project was estimated at \$3 billion in **2015**.



Federal Support Comes Through

The MBTA introduced a reduced estimate which was approved by the FTA in April **2016**. The GLX project showed up on the White House's priority list of infrastructure projects.



Now or Never

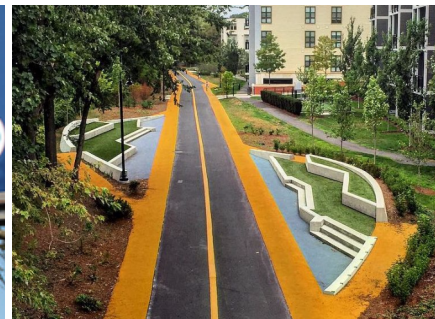
In November **2017**, the MBTA chose GLX Constructors to design and build the extension for \$1.08 billion. After two and a half decades of road blocks and left turns, the project is now expected to be completed by December 2021.

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Community Path Extension

The 48-mile (and growing!) network of shared-use paths, including areas along the GLX route, includes the Somerville Community Path, the Alewife Linear Park, the Minuteman Bikeway, and the Charles River Bike Path. The extension is also known as the "Community Path Extension", or "CPX". The building of the GLX-with-CPX is a model project for the Baker-Polito Administration's commitment to Massachusetts meeting the emission reduction targets of the Paris Climate Agreement.



Next Steps for the Green Line Extension:

Construction

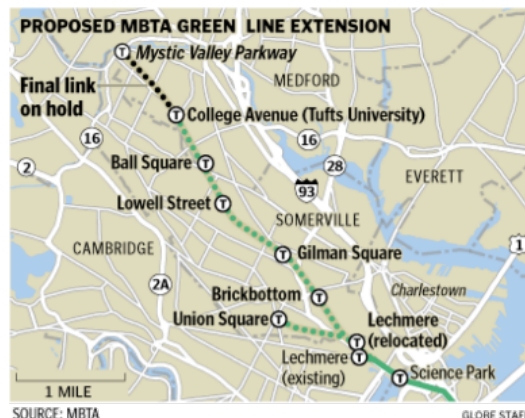
Of the \$2.3 billion total cost, approximately \$1 billion will come from the federal government. The first \$100 million in federal funds was released in December 2017. The Commonwealth of Massachusetts and the cities of Somerville and Cambridge will pay for the rest. Early construction has begun, with service expected to begin in 2021. Because both branches will operate within an existing MBTA railroad right-of-way, the project is expected to create minimal construction impact.

Community Engagement

The City of Somerville is coordinating a Green Line Extension Working Group, which will provide a forum for information exchange between the MBTA GLX Team and external stakeholders. The Working Group will include 5 station area representatives and 2 at-large representatives. The Green Line Extension Project also hosts periodic public meetings in Somerville to present a general update on the status of the overall project.

Possible Further Extensions

Possible future phases of the Green Line include an extension to Route 16 in Medford, as originally envisioned. Activists and advocates believe that leftover funds from the GLX project should be allocated towards this ~one mile extension.



For More Information:

<https://www.mass.gov/green-line-extension-project-glxx>

<http://www.somervillestep.org/map/>