EXECUTIVE SUMMARY

The MBTA is proposing to construct a new commuter train maintenance facility including adjacent new layover facilities - **South-Side Maintenance and Layover Facility (SSMF)** – at 41 Wolcott Court in Boston, MA. The 26.81-acre Project Site comprises three (3) parcels; Yards 1 and 2 are owned by the MBTA and comprise 17.5-acres, while the parcel to the east of Yard 2 (which is being purchased by the MBTA), currently belongs to a James G. Grant Company, Inc. (hereafter the "Grant Property"). The Grant Property is 8.64 acres. Please refer to Figure 1 for the overall project area location.

Yard 1 includes existing railyard facilities (including tracks used by CSX for freight), buildings, and some bare and otherwise undeveloped land. Yard 2 includes existing layover railyard facilities, various buildings associated with the MBTA maintenance facilities, impervious paved areas, track areas with ballast (crushed stone), vegetated slopes, and some bare and otherwise undeveloped land. Yard 2 is currently being used as a layover facility by the MBTA for its south-side operations as well as the Readville Repair Shop,

The Grant Property is a scrap yard and recycling facility which is abutted on the western side by Yard 2, and on the eastern side by a wooded riparian corridor along the west bank of the Neponset River owned by DCR. According to aerial mapping and MassGIS data layers, the area surrounding the Project Site is comprised of residential, commercial, and light industrial uses.

Project Need and Benefits

As a result of the schedule for the I-90 Allston Interchange Multimodal Project, it is necessary for the MBTA to have an alternative location for the maintenance of Coaches and Locomotives that operate on the south-side of Boston, since access via the Grand Junction line to the existing commuter rail maintenance facility in Somerville will become unavailable. In addition, with the requirements for increased fleet size and modernization of technologies, the MBTA is in need of a new full-service maintenance facility on the south-side, with the ability to handle routine maintenance, inspections and heavy repairs.

At present, the MBTA operates two maintenance facilities on the South-Side (the S&I Facility and the Readville Repair Shop), but these are not full-service facilities. As such, the majority of coaches and locomotives requiring scheduled and unscheduled repairs, inspections, and preventative maintenance, as well as all heavy maintenance, must be sent to the Commuter Rail Maintenance Facility – Boston Engine Terminal (BET) in Somerville, via the Grand Junction line for service. With the potential for the Grand Junction to be taken out of service as part of the Allston Interchange Project, the trip to the BET from the South-Side would become a detour of nearly 100 miles.

The Massachusetts Bay Transportation Authority's (MBTA's) Commuter Rail network is responsible for providing over 500 scheduled passenger rail trips every weekday, servicing over 140 different stations in the Commonwealth of Massachusetts and Rhode Island (RI). Commuter Rail service emanates from two downtown Boston Terminals (North and South Station) and uses 68 trainsets of diesel locomotives and coaches to provide this service. Of these 68 Trainsets, 41 sets of equipment consisting of 41 locomotives and 234 coaches are required daily to operate the South-Side weekday service.

Project Description

The purpose of the Project is to construct a new Commuter Rail Maintenance Facility and Layover yard to support the efficient servicing and maintenance of coaches and locomotives on the South-Side, and to accommodate increased fleet vehicle type and change in technology. The South-Side Maintenance and Layover Facility (SSMF) will provide additional capacity to support future service growth and coach and locomotive maintenance needs on the South-Side.

The major features of the facility are:

- Coach repair shop
- Locomotive repair shop
- Support shops
- Truck shop
- Transfer table
- Heavy repair
- Cranes
- Material storeroom
- 480-volt plug ins
- Paved access roads
- Wheel truing shop
- Locomotive wash bay
- Security booth
- Turn tables
- Drop tables
- Locomotive washing, fueling, and sanding
- Office space with elevator
- Employee & delivery parking
- Employee accommodation and lay-over quarters
- Up to 13 Track mid-day and overnight layover yard

As part of the phasing of the project development, it will be necessary to create temporary layover facilities at Yard 1, since Yard 2 will become the location of the SSMF (See Figure 2 for the proposed Yard 1 schematic design and Figure 3 for the proposed Yard 2 and Grant Property schematic design). Once the permanent layover facilities are constructed on the Grant Property, Yard 1 use for MBTA layover will be terminated and the tracks returned to CSX for their use. The design and layout of the Yard 1 layover facility will follow standard MBTA layover facility design requirements where practical, as the MBTA has identified this location as temporary. MBTA has required that the existing Readville Repair Shop in Yard 2 remain operational during the construction of the SSMF. This facility was constructed as an interim maintenance facility during the construction of the Commuter Rail Maintenance Facility – Boston Engine Terminal (CRMF-BET) in Somerville. The associated restrooms, offices, and locker rooms are housed in separate, stand-alone modular buildings, that are currently located in the footprint of the proposed SSMF. Therefore, temporary provisions for these offices, locker rooms and restrooms required for the shop operations and staff will be required during the construction phase.

Project Schedule

The Project will require an approximately three to five-year period to construct and is proposed to occur between 2023 and 2028. The environmental review and permitting processes are anticipated to be completed in 2023.

Existing and Proposed Conditions

As described above, the Project proposes the construction of a new rail maintenance facility and associated buildings on Yard 2, new layover facility on the Grant Property once construction of the new

SSMF is complete, construction of temporary layover facility at Yard 1 to be used for the period while the permanent layover facility is constructed, followed by removal of the temporary layover facility. The proposed Project will result in the following alterations in land use in each of the previously described parcels:

Yard 1: Little alteration will occur in Yard 1. Some existing tracks will be rehabilitated for temporary layover use. In addition, use of Yard 1 as a temporary MBTA layover facility will include construction of a temporary crew layover building, mechanical staff building, and compressor building, with utilities installed including electric, communications, water, and sewer. Yard 1 covers an area of approximately 16.56-acres of land, comprising of 14 sets of tracks used by CSX for freight, buildings, and areas of bare ground. Vegetation at Yard 1 is mostly scrubby and weedy vegetation spread sparsely around the site, punctuated in some places by saplings or shrubs.

Temporary use of a portion of Yard 1 for a layover, followed by restoration of the tracks back to CSX use once construction of the SSMF is complete and the new permanent layover facility is constructed, will not result in significant change in land use within the existing yard or railroad right-of-way. CSX freight operations will continue and will not be significantly impacted by this Project.

Yard 2: Yard 2 (located to the northeast of Yard 1), encompasses approximately 17.5-acres of land. A cluster of bare land, impervious surface, developed open spaces, and patches of deciduous forests were identified in Yard 2. Yard 2 also includes existing layover railyard facilities, various buildings associated with the MBTA Readville Repair Shop, and track areas with ballast (crushed stone). Upper Yard 2 (abutting the west side of Yard 2), contains three tracks. There is a narrow, vegetated strip of land along the slope that extends from Upper Yard 2 down to the ground elevation in Yard 2. The eastern border of Yard 2 and extending onto the Grant Property contains Isolated Vegetated Wetlands, areas of bare ground, and areas with sparse weedy vegetation. Yard 2 will be the site of the new SSMF building, with conversion of the existing land uses to buildings and paved areas, and conversion of some of the isolated wetland areas to rail yard.

Yard 2 will be redeveloped within the existing parcel, with construction of the SSMF building. The new building will cover approximately 177,000 gsf. In addition to the building itself other features of the SSMF will include paved parking, a compressor, an emergency generator, electrical substation and fuel and sand storage.

Secondary Emergency Access to Yard 2: A secondary emergency access to the proposed South-Side Maintenance Facility (Yard 2) is being considered. The preferred emergency access would utilize the adjacent condominium building parking lot and Riley Road and Sierra Road (both are private ways) and does not rely on Wolcott Ct.

As part of the maintenance facility design, a noise mitigation wall will surround the site and an access point through the noise wall must be established to allow for the emergency access point. An agreement with the property owners and an easement with each abutter along the routes will be required. Additionally, the Boston Fire Department will need to confirm that the approximately 860-foot proposed secondary emergency access route is feasible and acceptable for emergency vehicle access.

Grant Property: The Grant Property adjacent to Yard 2 (which MBTA proposes to acquire), is a scrap yard facility, covering an area of approximately 8.64 acres. It abuts Yard 2 to the west, and a wooded

riparian corridor along the Neponset River, to the east that is owned by DCR. The Grant Property contains several buildings, and piles of scrap material. The Grant Property will become the new permanent layover facility, where up to 13 layover tracks will be constructed. This will result in placement of ballast for each track, as well as narrow paved access between each track and a paved access at the east side adjacent to the eastern track. The layover components and activities that currently exist at the layover on Yard 2 will transition to occurring at the new layover on the Grant Property. Contamination remediation efforts associated with the historic activities that have occurred on the Grant Property (these resulted in contaminated soil on the Grant Property and abutting MBTA and DCR parcels, for which a cap over the contaminated soil, and an Activity Use Limitation [AUL] are proposed) remain to be undertaken.

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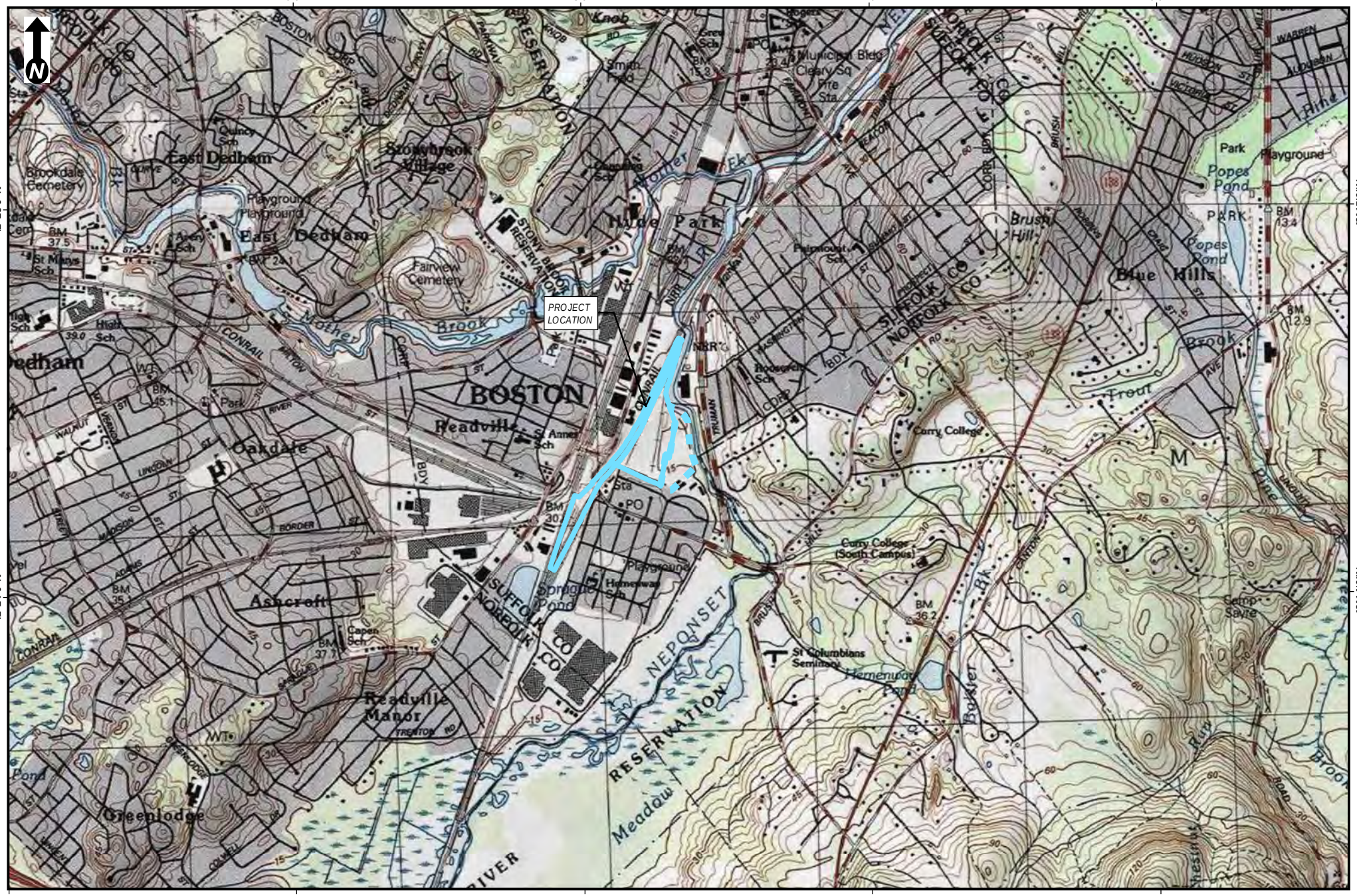

MBTA SOUTH SIDE MAINTENANCE AND LAYOVER FACILITY

USGS Site Location Map
Boston, MA

Massachusetts Bay Transportation Authority
BSC GROUP

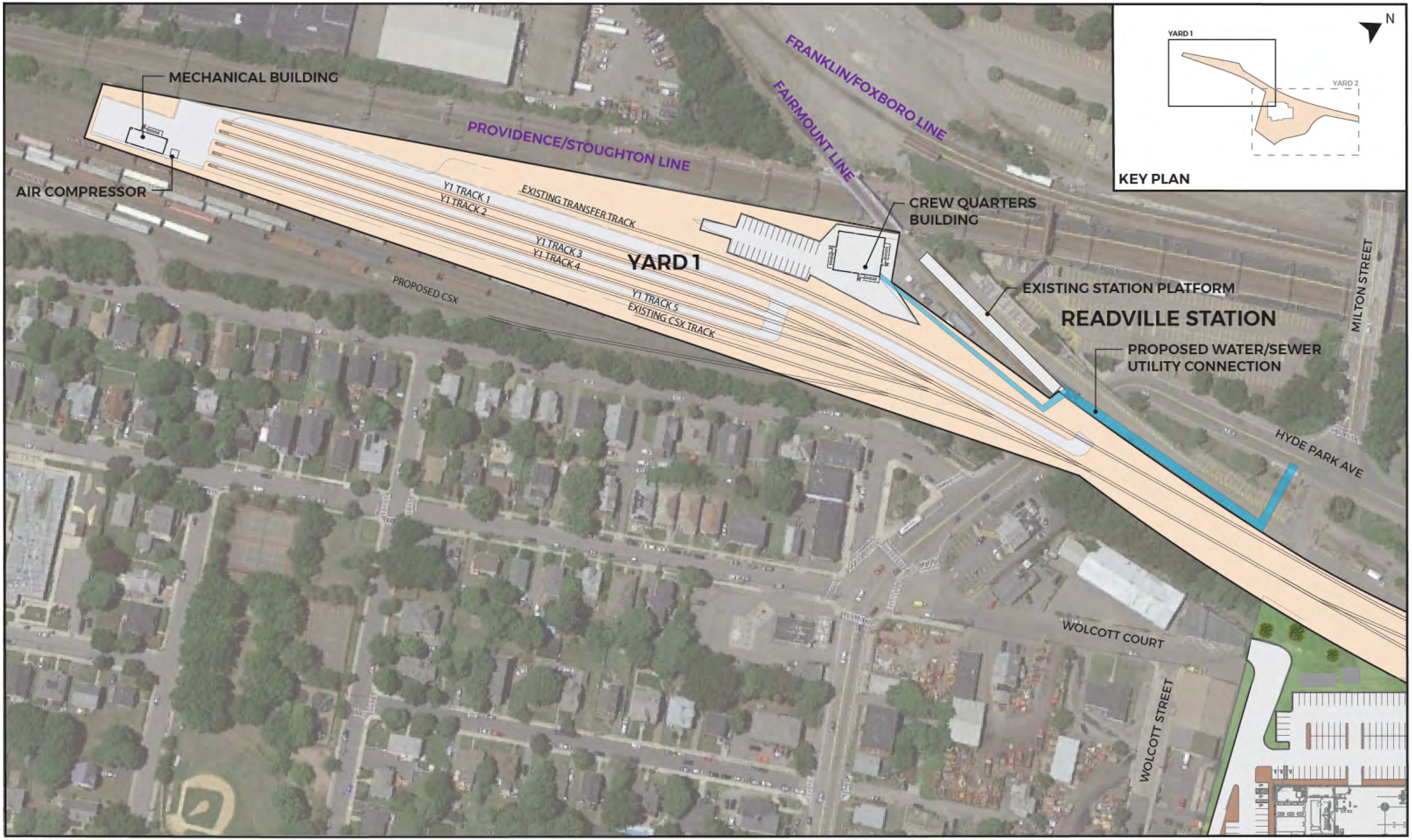

FIGURE 2 - SOUTH SIDE MAINTENANCE AND LAYOVER FACILITY SCHEMATIC SITE PLAN - YARD 1

SCALE: 3/16" = 1'-0"

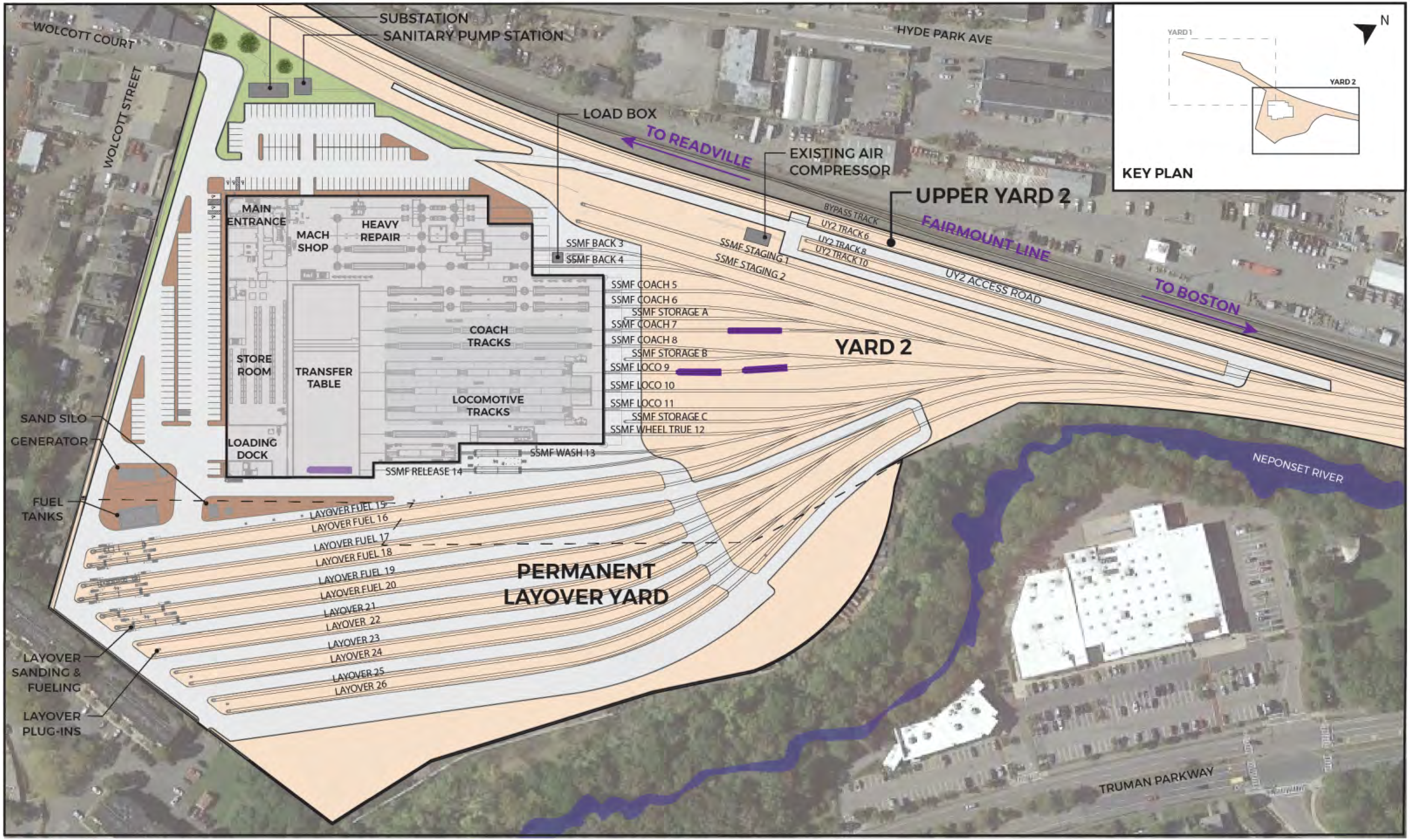

FIGURE 3 - SOUTH SIDE MAINTENANCE AND LAYOVER FACILITY SCHEMATIC SITE PLAN - YARD 2

SCALE: 3/16" = 1'-0"