

I. The Silver Line Phase III Business and Institutional Committee

The Artery Business Committee has identified Silver Line Phase III as an essential component of Boston's transportation infrastructure and future economy for many reasons. This project will significantly improve mobility for residents living throughout the corridor, enable connections between previously disconnected areas of the city, support South Boston development, and help decongest subway lines in Boston's core. All of these results are vital to the continued economic prosperity of the city and the region.

Therefore, ABC established the Silver Line Phase III Business and Institutional Committee in 2005 to help move this important project forward. This committee brings together leading businesses and institutions throughout the project alignment and provides a forum for the sharing of information and building of consensus around a final alignment and portal location for the project. Other purposes of the committee are to:

- Organize businesses and institutions served by the Silver Line so that affected parties have a clear understanding of the planning and construction process and potential impacts.
- Engage businesses and institutions in Silver Line advocacy activities.
- Identify and mitigate systemic issues that would adversely affect business as a result of Silver Line Phase III.
- Minimize litigation and delay.
- Add value to the project and help ensure the most successful design, construction, and operations processes possible.

This committee will help area businesses and institutions voice support for the project while working to mitigate potential harmful impacts from the construction or operation of the Silver Line.

II. Silver Line Phase III Defined

Silver Line Phase III as advocated for by the committee consists of two main elements.

- 1) The core tunnel segment, composed of an extended tunnel proposed to pass under Essex Street to an underground loop at the corner of Boylston Street and Charles Street. The core tunnel segment would begin at South Station and would end near Boylston Station.
- 2) An extension of the tunnel to a portal at grade that would permit above ground service to Dudley Station via Washington Street along the alignment of Silver Line Phase I, with new service to the Back Bay.

Both elements are important to the successful completion of Boston's fifth rapid transit line, and the Silver Line Phase III Business and Institutional Committee will not support a final design that does not include a tunnel to a portal at grade.

III. The Need for and Importance of Silver Line III

Enable New Connections, Improve Mobility and Decrease Congestion

Silver Line Phase III, with portal, would enable continuous service to and from Dudley Square and the Back Bay, Boylston Station, Chinatown, South Station, the South Boston Waterfront, the new convention center and Logan Airport. These areas of our city have never before been connected via a rapid transit line, and such connections would improve MBTA ridership in the corridor over 165 percent, with 45 million annual boardings on the Silver Line per year.

Moreover, Silver Line Phase III would enable direct connections from the Silver Line to the Red, Orange and Green Lines. These connections would result in significant travel time savings for residents living throughout the entire Silver Line alignment, and would allow faster, more convenient access to major employment centers, including improved access to major employers on the south Boston Waterfront and at Logan Airport.

Silver Line Phase III, by enabling these connections, would improve the transportation opportunities available to residents in Roxbury, the South End, Back Bay and South Boston. Better access to essential, fast, reliable transit service for these communities is needed.

These connections would also help relieve pressure on core subway lines, leading to decreased congestion and increased service reliability throughout Boston's rapid transit system. The central segments of the core subway lines, the Blue, Green, Orange and Red lines, are currently at or above capacity and are straining to meet rider demand at peak hours. Silver Line Phase III may also help roadway congestion in the Midtown, Theatre, and Financial Districts, as people frequenting those areas may leave their cars behind in favor of more convenient, increased transit options.

Finally, a completed Silver Line would enable more direct access to the over 5,000 hotel rooms in Back Bay from the airport and the new convention center, a significant economic opportunity for businesses in the Back Bay. Visitors would enjoy a one seat ride from the terminals at Logan Airport to the Back Bay, and from the Back Bay to the new convention center. This added convenience would make the new convention center more attractive, possibly resulting in additional events and visitors to Boston every year – a significant economic benefit for the city and the region.

Support Economic Development and Growth for South Boston's Waterfront and Enable Easier Access to Jobs

Boston has experienced an economic revival in the last several decades. The Financial District and Government Center areas, along with the Back Bay, Midtown, Longwood

Medical Area and Massachusetts General Hospital areas are largely built out. Significant additional economic growth and an increase in employment density in these neighborhoods are unlikely. The next opportunity for growth in Boston, with significant development and job growth potential, is the South Boston Waterfront.

A recent analysis of the South Boston waterfront indicated that between 27 and 30 million square feet of development will be in place by 2010, 39 million square feet by 2040. These development projections are based on the ability of increased transit capacity to absorb an increased volume of work trips caused by such development. Roadway capacity in South Boston is limited and parking freezes cap the number of spaces available for employees to access worksites. The successful development of the South Boston Waterfront depends in large part on a successful Silver Line Phase III. It is imperative that we have a transit system in place to support this important new development and the housing and job opportunities it affords.

Another significant source of employment is the airport which provides over 12,000 jobs. A completes Silver Line would also enable easier access to these jobs.

IV. Current Status and Desired Next Steps

Transportation and business leaders have reached an agreement on a Silver Line Phase III tunnel alignment and portal location that will connect the two existing Silver Line service routes – the South End-Roxbury portion of the Silver Line with the tunnel that runs under the South Boston waterfront from South Station. This plan referred to as the Charles Street Modified Alternative calls for the building of a mile-long tunnel under downtown from the intersection of Tremont and Charles streets to South Station.

This plan, however, still needs federal approval. An August 17, 2005 letter from Massachusetts Bay Transportation Authority (MBTA) General Manager Daniel A. Grabauskas to Federal Transit Administration (FTA) officials requested that Silver Line Phase III be removed from the federal New Starts funding process for federal fiscal year 2007. The letter indicated a major concern regarding the MBTA's ability to reach consensus with abutters, neighborhood advocates, transportation activists and others regarding the Silver Line's final alignment and portal location of the project. Since that time, the ABC, the Silver Line Phase III Business and Institutional Committee and the MBTA have been exploring the feasibility of an extension of one of the alignments, the Charles Street alignment, to Marginal Road. Now that the Charles Street Modified Alternative has been selected, the MBTA must document the feasibility of this alignment as required through the environmental review and Massachusetts Environmental Protection Act (MEPA) process.

It is our opinion that community consensus is possible through public education regarding the mitigation of potential impacts - and the benefits of this alignment and portal location. Once thorough documentation of this alignment is completed, the ABC and the Silver Line Phase III Business and Institutional Committee request that the MBTA submit a New Starts application that includes the final alignment and portal location to FTA officials as soon as

possible. The committee wants the MBTA to move forward expeditiously with the environmental review process and preliminary engineering for the project. Once documentation of the final alignment and portal location are completed, the committee and the ABC will work together throughout design and construction to identify, and where possible implement, necessary mitigation measures. The committee may be engaged in providing technical reports that will support the success of the Silver Line, in order to ensure that it adequately enhances the city and the business and institutional committee it serves.