

Hi Mr. Tirone,

Please see below for responses to questions brought up during the previous 12/11/2024 Reading Conservation Commission hearing. I have also attached an updated map/figure.

1. Town of Reading: Why is the total length of newly proposed turnback track 4,500-ft and can it be shortened, possibly removing it from the buffer zone?
  - a. MBTA: To support the needs of the project, the length of track was decided based on train lengths, speeds (train starting and stopping distances), and clearances from existing grade crossings. The length of track cannot be shortened. This layout supports the goal of 30-minute train from Town of Reading to Boston.
2. Town of Reading: Would trains be stored overnight on turnback track?
  - a. MBTA: No, all Haverhill Line trains will continue to be stored in Haverhill and Boston.
3. Town of Reading: Will maintenance equipment be staged for long periods of time or overnight on the turnback track?
  - a. MBTA: No, all service, inspection, and maintenance will continue at Haverhill and Boston facilities. No vehicles will be stored on these tracks for long periods of time.
4. Town of Reading: How long will trains be on turnback track and will more than one trainset be on the turnback track at a time?
  - a. MBTA: Likely one hour, but this may be adjusted once schedule is finalized with the updated 30-minute service to Boston. Only one train at a time will be on the turnback track.
5. Town of Reading: Was the turnback track location considered to be installed closer to Readings DPW (Ash Street and Walker Street) where there are already double tracks in that area?
  - a. MBTA: No, as it would require the engineer to switch ends in the station (twice) which does not work for 30 minutes frequencies which is the goal of the project. Trains move north from Wakefield to Reading, offload passengers at the station, continue north past Woburn Street onto the turnback track, stop before Willow Street, train engineer walks to opposite end of the train to reverse directions, train moves south through Woburn Street and into Reading Station, loads passengers, and continues to Wakefield and ultimately to Boston.
6. Town of Reading: Will there be any trees removed within ConCom jurisdiction?
  - a. MBTA: No additional tree removal is currently proposed. If any trees are identified within the buffer zone or WPA jurisdictional areas to be removed during construction, the Conservation Commission will be notified prior to any work.

7. Town of Reading: When will track construction begin?
  - a. MBTA: Construction work within jurisdictional areas is anticipated to start in Spring 2025. There will be early action work occurring as soon as possible outside of WPA jurisdiction, such as conduit placement, signal infrastructure, and propane tank installation.
8. Town of Reading: Estimated time of total construction?
  - a. MBTA: One to one and a half years.
9. Town of Reading: When will service begin?
  - a. MBTA: Immediately after completion.
10. Town of Reading: Will there be stockpiling of materials within jurisdictional areas?
  - a. MBTA: No, material will be re-used along the ROW outside of any jurisdictional areas. If there is material stored on-site, it will be new material/stock within approved limits of work such as the parking lot, outside of jurisdictional areas.
11. Town of Reading: How will we ensure ballast will not fall into wetlands?
  - a. MBTA: Erosion controls and BMPs (see map) will be placed around project limits to prevent any sedimentation and materials entering the wetlands. The ballast is put in place to stay in place within the railbed and also acts as slope stabilization.

Thank you, and I look forward to meeting on 1/8/2025.

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