

Appendix D – Section 106 Consultation Correspondence

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Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Brona Simon
Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Simon:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

- Expanding the South Station terminal facilities, including the addition of tracks and platforms, extension of some existing platforms, and construction of a new passenger concourse and other amenities.
- Demolition of the existing U.S. Postal Service distribution facility located on Dorchester Avenue, adjacent to South Station. Restoring Dorchester Avenue for public and station access, including the construction of an extension of the Boston Harborwalk.
- Providing for the possibility of future joint development at an expanded South Station.
- Creating a new MBTA vehicle layover facility for midday use.

The attached materials provide more background on the South Station Expansion project. In addition, more information can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>. The attached map shows the South Station location.

We are writing to notify you of the project and to inquire about any existing issues of concern for your agency, so that they may be considered in the environmental inventory and project planning.

HNTB has retained Epsilon Associates and Public Archaeology Laboratory, Inc. to conduct a cultural resources survey. The project is considered an undertaking under Section 106 of the

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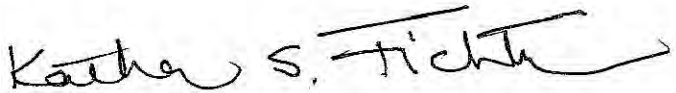
National Historical Preservation Act of 1966, as amended. On behalf of the Federal Railroad Administration as the lead federal agency, we are informing you of this survey. Epsilon and PAL will be conducting research, including the MHC and BLC's databases and other resources. In addition, you are invited to share with us any information you may have regarding cultural resources.

If you feel it would be appropriate to meet to further discuss the project, please contact me to arrange a meeting. If you should have any issues of concern or require additional information, please also contact me at the address below:

Katherine S. Fichter
South Station Expansion Project Manager
MassDOT Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116
857-368-8852
katherine.fichter@state.ma.us

Your assistance in this matter is greatly appreciated. Please do not hesitate to contact me if you should have any questions or comments.

Sincerely yours,

A handwritten signature in black ink that reads "Katherine S. Fichter". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

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- Creating a new MBTA vehicle layover facility for midday use.

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MassDOT has retained HNTB and cultural resource specialists Epsilon Associates and Public Archaeology Laboratory, Inc. to conduct a cultural resources survey. The project is considered

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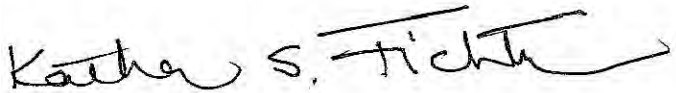
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Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

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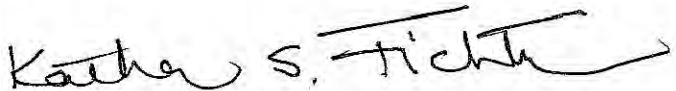
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Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Mr. Peters:

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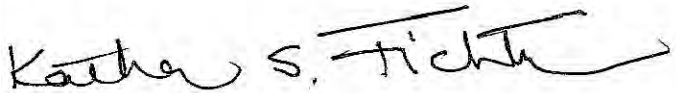
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Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

HJ
RECEIVED
APR 10 2013
MEPA

April 9, 2013

Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

ATTN: Holly Johnson, MEPA Unit

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253, EEA# 15028

Dear Secretary Sullivan:

The Massachusetts Historical Commission (MHC) is in receipt of an Environmental Notification Form (ENF) for the project referenced above. The staff of the Massachusetts Historical Commission (MHC) has reviewed the information submitted and has the following comments:

This project involves the proposed expansion of terminal facilities at South Station ("SSX project"), including acquisition and demolition of the US Postal Service mail distribution facility located adjacent to South Station at 25 Dorchester Avenue, the proposed extension of the Boston Harborwalk along a reopened Dorchester Avenue, provisions for the potential future public/private redevelopment adjacent to and over an expanded South Station, and a provision for rail vehicle layover areas for both intercity and commuter rail services. The ENF notes that the SSX project, regardless of the alternative ultimately chosen, will involve funding and permitting from the Federal Railroad Administration (FRA) and other federal agencies, including the U.S. Department of Transportation, and is therefore subject to review under Section 106 of the National Historic Preservation Act (36 CFR 800), Section 4(f) of the Department of Transportation Act (23 CFR 774) and NEPA.

The proposed project site includes the South Station Head House (BOS.1517) which is individually listed on the State and National Registers of Historic Places, and is adjacent to the Leather District Historic District (BOS.AP) and the Fort Point Channel Historic District (BOS.CX), which are also listed in the State and National Registers.

The No Build Alternative included in the ENF would involve no private development or expansion of South Station beyond the previously proposed South Station Air Rights project. The South Station Air

Rights project (EEA# 3205/9131; MHC# RC.9138) was previously reviewed by the MHC. After consultation with the MBTA regarding this separate project, the MHC and the MBTA entered into a Memorandum of Agreement (MOA) for that project. The MHC expects that any potential changes to the separate air rights project would be subject to consultation with the MHC under the terms of the existing MOA.

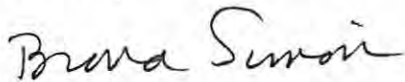
The ENF notes that MassDOT has not currently identified a preferred build-out alternative for the SSX project, but that MassDOT will include an alternatives analysis in the Draft EIR. The MHC looks forward to receipt of the DEIR and to the FRA's identification of an Area of Potential Effects (APE), identification and evaluation of historic resources within the APE, and finding of effects for the project alternatives.

The Draft EIR and the FRA's identification, evaluation, and findings of effect should take into account the proposed demolition of the USPS General Mail Facility/South Postal Annex, as well as the potential physical effects on the South Station Head House through vibration and construction methods. The Draft EIR and FRA's Section 106 review should also take into account the potential visual, atmospheric, and physical effects (through shadow and wind) that the proposed new construction would have on surrounding historic properties (especially the South Station Head House) as part of the Joint/Private Development Minimum Build alternative and the Joint Private Development Maximum Build alternative. Studies should also be performed for the potential effects of the proposed Layover Facilities alternatives on any nearby historic properties.

The MHC expects that continued consultation with MassDOT, the MBTA, and the FRA will include MassDOT's preparation of a reconnaissance level architectural resources survey of the entire project site and architectural APE, as well as a Phase I Archaeological Reconnaissance Survey, as described in Attachment A, page 11 of the ENF. The MHC looks forward to the result of these surveys and continued consultation on this project.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00) and MEPA (301 CMR 11). Please do not hesitate to contact Brandee Loughlin of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: Michelle Fishburne, Federal Railroad Administration
Mary Beth Mello, Federal Transit Administration
Katherine Fichter, MassDOT
Andrew Brennan, MBTA
Boston Landmarks Commission
Boston Preservation Alliance



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

JUL 3 2014

Mr. William F. Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission
The Massachusetts Archives Building
220 Morrissey Boulevard
Boston, Massachusetts 02125

ATTN: Ms. Brona Simon, State Historic Preservation Officer
Executive Director

SUBJ: South Station Expansion Project, Boston, MA

Dear Secretary Galvin:

Please find enclosed one copy each of two draft reports prepared for the Federal Railroad Administration (FRA) in support of environmental evaluations being conducted for the South Station Expansion (SSX) project. In cooperation with the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA) and the National Railroad Passenger Corporation (Amtrak), FRA is pursuing the expansion of Boston's South Station to support existing Northeast Corridor and commuter rail services and to provide for future Amtrak and MBTA service expansions. The current track capacity, layout, and operations of South Station limit the ability to achieve projected future expanded services. In addition to expanding the South Station terminal facilities, the SSX project will identify a solution to address existing and future intercity and commuter rail service layover needs. The SSX project consists of four sites: the South Station site, including South Station Rail/Transit Terminal and South Station Bus Terminal, the United States Postal Service's General Mail Facility/South Postal Annex, and a portion of Dorchester Avenue fronting the site and running parallel to the Fort Point Channel; and three layover facility sites. The layover facility sites under consideration include: Widett Circle, located adjacent to the MBTA Fairmount Line in South Boston approximately 1-track mile south of South Station; Beacon Park Yard, located on the MBTA Framingham/Worcester Line in Allston approximately 4-track-miles west of South Station; and Readville-Yard 2, located on the MBTA Fairmount Line in Hyde Park approximately 9-track-miles south of South Station.

The Historic Architectural Resources Existing Conditions Technical Report (Draft, May 2014) was prepared by Epsilon Associates, Inc. The report establishes and documents the Area of Potential Effects (APE), which is consistent with the recommendations of the Boston Landmarks Commission for the South Station site. The survey of aboveground historic resources was conducted in accordance with the standards and guidelines established by the Massachusetts Historic Commission (MHC) in *Historic Properties Survey Manual: Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (1992) and *Survey Technical Bulletin #1* (1993), and in the Secretary of the Interior's *Standards and Guidelines for Identification* (1983) and *National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning* (1977, revised 1985). The intent of the survey of aboveground historic resources is to locate and identify all aboveground properties, including districts, buildings, structures, objects, and sites, within the project's APE that are listed or may be eligible for listing in the National Register of Historic Places. In addition to reviewing existing



The Commonwealth of Massachusetts

August 13, 2014 William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Michelle W. Fishburne
Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC # RC.53253. EEA# 15028.

Dear Ms. Fishburne:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the technical reports *South Station Expansion Project Historic Architectural Resources Existing Conditions Technical Report Task 13-May 2014* and *South Station Expansion Project Phase I Archaeological Reconnaissance Survey Technical Report Task 13-January 2014*, prepared by Epsilon, Inc., and the PAL on behalf of MassDOT and MBTA, received July 14, 2014 for the project referenced above.

The MHC concurs with the identification and evaluation findings that are included in these reports and offers the following comments.

The MHC looks forward to receipt of additional information, including the Draft Environmental Impact Report (DEIR) that should contain scaled existing and proposed conditions project plans for the preferred alternative, and to the Federal Railroad Administration's (FRA) determinations of effects for the project alternatives.

The historic architectural report defines three project areas of potential effect for above-ground historic resources that include a one-quarter mile from the boundaries of the new construction developable parcels, 125 feet or one assessor's parcel from site boundaries for minor track work, and 250 feet or to majoring intervening structures for alternative layover sites (Section 1.3.2, pp. 4, 5). The areas of potential effect for archaeological resources include all project elements that will cause ground disturbances, with refinement of the area of potential effect expected to be conducted by the PAL and MassDOT as project planning proceeds (Section 1.3, pg. 3).

The MHC recommends that the FRA take into account the terms of the Memorandum of Agreement (MOA) for the South Station Air Rights project (EEA# 3205/9131; MHC# RC.9138) in evaluating preferred project alternatives in the vicinity of the South Station Head House. The MHC expects that any potential changes to the separate air rights project would be subject to consultation with the MHC under the terms of the existing MOA for that project.

Potential visual, atmospheric, and physical effects, through the introduction of new shadows and wind, construction methods and demolition of the USPS General Mail Facility/South Postal Annex, that the proposed new construction would have on surrounding historic properties, especially the South Station

Head House, should be incorporated into the alternatives analysis based on the preliminary area of potential effect for historic architectural resources presented in the existing conditions technical report.

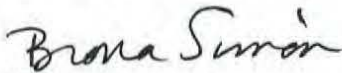
The results of the reconnaissance archaeological survey indicate that the majority of the project parcels as currently proposed possess low archaeological sensitivity due to extensive previous disturbance associated with new land creation and modification in the 19th and 20th centuries as part of railroad and other industrial land uses. The MHC recommends no further archaeological survey for the project parcels as currently proposed.

The MHC has requested under separate cover that two bound copies of the final Phase I reconnaissance archaeological survey report, and a CD-ROM with the technical report abstract and bibliographic information, be submitted to the MHC by the PAL.

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Secretary Maeve Vallety Bartlett, EEA, ATTN: Holly Johnson, MEPA Unit
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 23, 2014

Michelle W. Fishburne
Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC # RC.53253. EEA# 15028.

Dear Ms. Fishburne:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the Draft Environmental Impact Report (DEIR), received November 5, 2014 for the project referenced above.

The MHC looks forward to receipt of additional information, including the Final Environmental Impact Report (FEIR) that should contain scaled existing and proposed conditions project plans for the preferred alternative, and to the Federal Railroad Administration's (FRA) determinations of effects for the preferred project alternative in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800).

The DEIR indicates that the proposed project alternatives will be coordinated with other contiguous project environmental reviews, including the South Station Air Rights project (EEA# 3205/9131; MHC# RC.9138) and the I-90 Allston Interchange Project (MHC# RC. 57197), for incorporation into evaluation of preferred project alternatives in the vicinity of the South Station Head House as noted in Chapter 1 and the Beacon Park Yard layover area. Proposed conceptual designs for new construction and/or modification to the South Station Head House should be submitted to the MHC for review and comment as they are developed.

The DEIR (Section 4.12) includes evaluations of potential visual, atmospheric, and physical effects, through the introduction of new shadows and wind, construction methods and demolition of the USPS General Mail Facility/South Postal Annex on historic properties, including the South Station Head House (BOS.1517), Fort Point Channel Historic District (BOS.CX), 245 Summer Street (BOS.2050), and the Leather District (BOS.AP). It is the opinion of MHC staff that the USPS General Mail Facility/South Postal Annex (MHC # BOS. 1694) does not meet the criteria of eligibility for listing in the National Register of Historic Places (36 CFR 60) pursuant to the 1983 evaluation completed by the USPS. The FEIR should include a matrix of effects for National Register-Listed or National Register-eligible historic architectural resources within the preferred alternative area of potential effect.

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

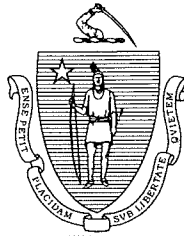
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State Historic Preservation Officer
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Boston Preservation Alliance
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Deborah C. Cox, PAL, Attn: Suzanne Cherau



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

July 28, 2016

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

ATTN: Holly Johnson – MEPA Unit

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253 EEA# 15028.

Dear Secretary Beaton:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the Final Environmental Impact Report (FEIR), received July 5, 2016 for the project referenced above.

The MHC understands that the project has changed since the publication of the Draft Environmental Impact Report (DEIR). Alternative -1 Transportation Improvements Only has been chosen as the preferred alternative. This preferred alternative does not include a joint development with the air-rights development at South Station. The preferred alternative will further consider Widett Circle and Readville – Yard 2 for potential sites for mid-day train layover locations. Use of the Beacon Park Yard in Allston will no longer be considered as a layover facility. Additionally, the proposed project now includes a proposal to raise a portion of the Fort Point Channel seawall in response to projected sea levels.

The FEIR provided conceptual plans illustrating the proposed location of the new headhouse, platform, and elevated concourse. The new headhouse is proposed to be two-stories with an elevated concourse connecting to the historic headhouse. The FEIR does not include proposed conceptual designs or architectural drawings of the proposed new construction and modifications to the historic South Station Headhouse. Conceptual designs and architectural drawings of the proposed new construction and modifications to the historic South Station Headhouse should be submitted to MHC as soon as they are available at 30% design.

The MHC requests submittal of engineering drawings and detailed project plans for the proposed raising of a portion of the Fort Point Channel seawall. The historic seawalls are listed in the National Register of Historic Places as contributing resources to the Fort Point Channel Historic District.

The MHC looks forward to receipt of additional information cited above and to the Federal Railroad Administration's (FRA) determinations of effects for the preferred project alternative in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800).

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

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Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau

AUG 1 '16 PM 2:21

MassDOT Planning

Letter of Transmittal

HNTB Job # 55772
VIA Essek Petrie
Date: 8/4/2016



To: Brona Simon Regarding: South Station Expansion project
State Historic Preservation Officer Continuation of Section 106 Consultation
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

We are forwarding to you:

☐ Estimates ☐ Plans ☐ Prints
☒ Reports ☐ Shop Drawings ☐ Samples
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|-------------|-----------|------------|------|---|
| 1 | | 3/2016 | | SSX Historical Architectural Resources Tech Report |
| 1 | | 3/15/16 | | Raising Dorchester Avenue Seawall Information Package |
| 1 | | 8/4/16 | | Letter from FRA |
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☒ For approval ☐ Resubmit ☐ copies for review ☐ No exceptions taken (NE)
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☒ For review and comment ☐

Please note:

By: Essek Petrie

Copy to: Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

August 4, 2016

**Re: South Station Expansion Project, Boston, Massachusetts
Continuation of Section 106 Consultation
Conditional Finding of No Adverse Effect**

Dear Ms. Simon:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station in Boston. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act (NEPA/MEPA) reviews, and preliminary engineering. The purpose of the SSX Project is to expand South Station terminal capacity and related layover capacity in order to meet current and future high-speed, intercity, and commuter rail service needs. The expansion of South Station would enable much-needed growth in passenger rail along the Northeast Corridor and within the Commonwealth of Massachusetts. The SSX Project would also facilitate improvements in corridor and regional mobility, passenger experience and comfort, economic development, and quality of life. The purpose of this letter is to continue consultation with your office pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108, and its implementing regulations, Protection of Historic Properties (36 CFR part 800) ("Section 106") for the SSX Project.

In July 2014, FRA submitted to your office two draft technical reports for the SSX Project, one for historic architectural resources and one for archaeological resources:

- *Historical Architectural Resources Existing Conditions Technical Report Task 13*, (dated May 2014.)
- *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated January 2014).

A copy of FRA's July 3, 2014 transmittal of these two documents is included in Attachment D of the enclosed revised *Historic Architectural Resources Technical Report* (March 2016).

The *Historic Architectural Resources Technical Report* (dated May 2014) established and documented the SSX Project's Area of Potential Effects (APE). The *Phase I Archaeological Reconnaissance Survey Technical Report* (dated January 2014) provided an archaeological sensitivity assessment for the project, and was conducted under State Archaeologist's Permit Number 3397 issued on June 18, 2013. MHC provided comments to FRA, in a letter dated August 13, 2014, which concurred with the identification and evaluation findings presented in these reports and offered specific comments (copy of letter included

in Attachment D of the enclosed report). In that letter, MHC concurred with the results of the archaeological reconnaissance survey that the majority of the project parcels possess low archaeological sensitivity and recommended no further archaeological survey for the project parcels.

Project Update

The SSX Project was described in the *Draft Environmental Impact Report (DEIR)*, submitted to MHC in October 2014. The DEIR included the *Historic Architectural Resources Technical Report* (dated May 2014) and *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated October 2014). Since that time, MassDOT has selected its preferred Build Alternative. The enclosed updated *Historic Architectural Resources Technical Report* (dated March 2016) provides an update on the current proposed project. The March 2016 report removed references to other build alternatives, which are no longer being considered. The updated report discusses proposed improvements to a portion of the Fort Point Channel east seawall, a contributing structure to the Fort Point Channel Historic District. In addition, the updated report includes FRA's determination of effects to historic properties. The *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated October 2014), included in the DEIR, provides an archaeological assessment for the project components selected for the Build Alternative; therefore, no additional archaeological assessment was conducted for the currently proposed SSX Project.

MassDOT recently submitted a Final Environmental Impact Report (FEIR) to comply with MEPA, and FRA and MassDOT are concurrently preparing a separate Environmental Assessment (EA) to comply with NEPA. FRA, in accordance with Section 106, is providing your office with information on the SSX Project as currently proposed. This information includes a description of the undertaking, identification of consulting parties, a definition of the APE, identification of historic properties, and a determination of effects.

To date, FRA in coordination with MassDOT has completed the following steps in the Section 106 process for the SSX Project:

Establishment of an Undertaking

FRA determined that the proposed SSX Project is an undertaking, in compliance with 36 CFR 800.3(a) and as defined in 36 CFR 800.16(y), and determined that the project has the potential to cause effects on historic properties. The MassDOT letter on behalf of FRA (dated October 24, 2012) to your office, tribal organizations, and the Massachusetts Commission on Indian Affairs (MCIA) initiated Section 106 consultation, identified the project as an undertaking under Section 106, and invited these parties to participate in consultation. Copies of the MassDOT letters are included in Attachment D of the enclosed *Historic Architectural Resources Technical Report* (dated March 2016).

Identification of Consulting Parties

FRA identified MHC as the appropriate SHPO for the SSX Project/undertaking.

FRA identified the Boston Landmarks Commission (BLC) as an appropriate representative of the local government.

FRA identified the Wampanoag Tribe of Gay Head (Aquinnah) and the Mashpee Wampanoag Tribe as tribal organizations to be consulted regarding the proposed project.

The MCIA was also identified as an appropriate party to be consulted regarding the proposed SSX Project.

As the Project has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified the following potential additional consulting parties who may be interested in the SSX Project and intends to invite them to participate in the Section 106 process:

- Fort Point Channel Landmark District Commission
- National Railroad Passenger Corporation (Amtrak)
- Metropolitan Area Planning Council
- Boston Preservation Alliance
- Preservation Massachusetts
- Boston Harbor Now
- Save the Harbor Save the Bay
- WalkBoston

FRA requests feedback from your office regarding whether any additional parties your office may wish to identify should be invited to participate in the Section 106 process for the SSX Project.

Identification of the Area of Potential Effects

FRA in coordination with MassDOT established three APEs for historic architectural resources:

- South Station project area surrounding South Station new construction;
- Areas where only minor rail improvements associated with the South Station Terminal are proposed; and
- Two layover facility sites.

The APEs were described in the *Historic Architectural Resources Technical Report* (dated May 2014) and the *Phase I Archaeological Reconnaissance Survey Technical Report* (dated October 2014). A revised historic architectural APE is described in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016). The APE for archaeological resources, established in 2014, has not been revised and consists of the direct impact for construction activities proposed within the project boundaries of the 49-acre site located in and around existing South Station and the two layover facility sites.

Identification of Historic Properties

MassDOT and its consultants, on behalf of FRA, identified historic properties within and in the vicinity of the APE, which included research and field survey. The *Massachusetts Cultural Resource Information System* (MACRIS) online database, the National and State Registers of Historic Places, and the *Inventory of the Historic and Archaeological Assets of the Commonwealth* (the “Inventory”) maintained by MHC were reviewed.

Background research and subsequent field survey updated in 2016 for historic architectural resources concluded that the APE, comprised of three sites (South Station and two layover facility sites), encompasses:

- Six properties listed in the National and/or State Registers;
- 12 properties included in the Inventory; and
- One property that was at least 50 years old and not previously surveyed.

Of the 12 inventoried properties, six are recommended as eligible for inclusion in the National Register of Historic Places (NRHP), per the National Register eligibility criteria established by the National Park Service, including one property less than 50 years of age that appears to meet the threshold of exceptional significance of the National Register Criterion Consideration G. Six of the inventoried properties are less than 50 years of age and/or were previously recommended as not meeting National Register eligibility criteria. One property (Gillette) was identified as being at least 50 years old and not previously surveyed, and is also recommended as eligible for inclusion in the NRHP. The results of the revised survey to identify and evaluate historic properties are presented in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016).

Background research and field survey for archaeological resources undertaken in 2014 concluded that the archaeological resources APE (South Station and two layover facility sites) does not contain any archaeological sites or sensitivity areas where potentially significant below ground resources may be present.

Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the APE.

FRA and MassDOT recognize that multiple historic architectural properties are located within the APE. FRA and MassDOT have further determined that the SSX project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction or operation-period noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700-foot section of the east seawall along Dorchester Avenue by 1.5 feet to match the elevation of the adjacent east seawall to the north and south. MassDOT’s proposal to raise the seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is necessary to help mitigate potential future flooding on the South Station site. These improvements to the seawall are further discussed in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016). The seawall improvements would not introduce any elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior’s Standards for Rehabilitation. Under

Section 4(f) of the U.S. Department of Transportation Act of 1966, FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. Replacing the deteriorated railing is considered to enhance preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are summarized in Table 3 of the enclosed updated March 2016 *Historic Architectural Resources Technical Report* and excerpted as Table 1 below. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the enclosed technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|--|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |
| Fort Point Channel Historic District | No Adverse Effect | - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs |
| South Station Headhouse | No Adverse Effect | - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |

| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
|---|---|----|
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

Consultation and Comments to Date

The Wampanoag Tribe of Gay Head (Aquinnah), Mashpee Wampanoag Tribe, and the MCIA were provided project information by MassDOT on behalf of FRA in letters dated October 24, 2012. BLC was provided a copy of the DEIR for review and comment. To date, FRA has received no comments from any of these consulting parties. A follow-up telephone call from MassDOT to the BLC confirmed that the BLC has “no comment” on the proposed project (telephone communication on January 8, 2016). MassDOT, on behalf of FRA, will share a summary of the aforementioned effects determinations with these consulting parties, as well as any newly identified parties who may wish to participate in the Section 106 process, for review and comment. Upon concurrence from MHC, the final *Historic Architectural Resources Technical Report* will be made available to the consulting parties and the public via posting on the SSX Project website at <https://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

In accordance with 36 CFR 800.5(c), FRA is notifying MHC of its proposed finding of a conditional No Adverse Effect and seeking written concurrence from your office with this finding. FRA is also seeking MHC’s input regarding extending a consulting parties invitation to additional parties. If you have questions about the SSX Project or require additional information, please contact me at (202) 366-0340 or laura.shick@dot.gov. FRA looks forward to a response within 30 days of MHC’s receipt of this letter.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Enclosures

cc: w/o enclosures: Stephen Woelfel, MassDOT



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

August 30, 2016

Laura Shick
Federal Preservation Officer
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253, EEA# 15028

Dear Ms. Shick:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the information that was submitted, received at this office on August 5, 2016, for the project referenced above. The staff of the MHC have the following comments.

The proposed project Build Alternative includes the addition of seven new tracks and four platforms for rail service and the construction of a new two-story headhouse with an elevated concourse connection to the historic headhouse. Additionally, the proposed project now includes a proposal to raise a portion of the Fort Point Channel seawall in response to projected sea levels. Both Widett Circle and Readville – Yard 2 continue to be considered for the location of the mid-day train layover location. The current Build Alternative does not include a joint development with the air rights development at South Station.

MHC requests that the Friends of Fort Point Channel be invited to participate in the Section 106 process as a consulting party.

The MHC cannot concur with the finding of conditional no adverse effect at this time. The information submitted to MHC is incomplete. The MHC requests that the following information be submitted in order to evaluate the potential effects of the work proposed:

- Clarification on the granite proposed for Seawall modifications. MHC received the South Station Expansion Project Memorandum for Raising Dorchester Avenue Seawall Information Package as part of the submission received at this office on August 5, 2016. While the submission lists Granite blocks in the materials list, it is unclear how this material will be obtained. The submission states, "...either recovered from near the seawall/channel or acquired from local quarries in Massachusetts or New England (See attached original list from the American Society of Civil Engineers, June 1900 paper)." The American Society of Civil Engineers list was not included in the submission. Will the Fort Point Channel be dredged to obtain granite? How will the project proponent assure that the granite will be of the same color, texture, and mineral makeup as the existing Seawall granite?
- Clarification on the proposed closure of the South Station Post Office. The project will displace the South Station United States Post Office operations. Has a new location been chosen for the

South Station United States Post Office operations? If so, where is the proposed location and will it utilize or impact any historic buildings?

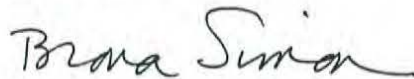
- Clarification on the Visual and Design Considerations for the proposed new headhouse to be connected to the historic headhouse. The information that was submitted states that the design will be "consistent with the established design principles and historic preservation standards for new construction." Please clarify which historic preservation standards are being referred to, such as the Secretary of the Interior's Standards for Rehabilitation.

Additionally, the MHC requests that the actual conditions to a potential conditional no adverse effect finding be detailed. Table 1 SSX Project Determination of Effects, abbreviates the conditions and does not adequately detail the conditions.

MHC looks forward to receiving the requested information and continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Michelle Fishburne, Federal Railroad Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Secretary Matthew Beaton, EEA/MEPA Unit
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Stephen Gardner
Executive Vice President, Chief of NEC Business Development
Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Gardner,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|---|--|---|
| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards |
| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Greg Galer
Executive Director
Boston Preservation Alliance
The Otis House
141 Cambridge Street
Boston, MA 02114

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Galer,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

Boston South Station Expansion Project 2

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in

response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards |
| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Kathy Abbott
President and CEO
Boston Harbor Now
15 State Street, Suite 1100
Boston, MA 02109

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Abbott,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

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elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

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- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|---|--|---|
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| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/17/16

Shawn P. Ford
President
Friends of Fort Point Channel
290 Congress Street, 2nd Floor
Boston, MA 02210

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Ford,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

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The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

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Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
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| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|---|--|--|
| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs consistent with SOI standards |
| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

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South Station Expansion Project Manager
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(857) 368-8889
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FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is fluid and cursive, with a horizontal line extending from the end.

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Lissa Schwab
Preservation Planner
Fort Point Channel Landmark District Commission
Boston City Hall, Room 709
Boston, MA 02201

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Schwab,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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| South End Industrial Area | No Effect | NA |
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| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Marc Draisén
Executive Director
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Draisén,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

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Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

James W. Igoe
President
Preservation Massachusetts
The Landmark Building
34 Main Street Extension, Suite 401
Plymouth, MA 02360

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Igoe,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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Boston South Station Expansion Project 2

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Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

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response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

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Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
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¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

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FRA:

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Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Patricia A. Foley
President
Save the Harbor Save the Bay
212 Northern Ave, Suite 304 West
Boston, MA 02210

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Foley,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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Boston South Station Expansion Project 2

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Information and background on the SSX Project is available at:

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Boston South Station Expansion Project 5

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Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Wendy Landman
Executive Director
WalkBoston
Old City Hall
45 School Street
Boston, MA 02108

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Landman,

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Determination of Effects to Historic Properties

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FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in

response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|------------|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|---|--|---|
| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards |
| South Station Headhouse | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. MassDOT on behalf of FRA previously reached out to your organization in October 2012 with an invitation to participate in the Section 106 process for the SSX Project. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

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We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

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FRA Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have "no effect," "no adverse effect," or an "adverse effect" on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

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Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |
| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs |

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
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| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

Stephen Woelfel
 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "David J. Mohler". The signature is fluid and cursive, with the first name "David" and last name "Mohler" clearly distinguishable.

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. MassDOT on behalf of FRA previously reached out to your organization in October 2012 with an invitation to participate in the Section 106 process for the SSX Project. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service (USPS) property on Dorchester Avenue;
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Information and background on the SSX Project can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The DEIR did not include any proposed improvements to the seawall. Project plans have been updated and the SSX Project now includes raising an approximately 700-foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is will mitigate potential flooding on the site. These improvements to the seawall are further discussed in the FEIR that can be found on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's Standards for Rehabilitation. Under Section 4(f), FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. In addition to elevating the seawall to matchup with the adjacent sections, MassDOT is also proposing to replace the existing deteriorated railing. Replacing the deteriorated railing is considered enhancing preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

FRA Determination of Effects

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As noted above, the Fort Point Channel seawalls are contributing structures to the Fort Point Channel Historic District. The seawall improvements, designed to be consistent with the Secretary

of the Interior's Standards for Rehabilitation, would have no adverse effect on the historic seawall or district.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

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| Name | Determination of Effect | Conditions |
|--|-------------------------|--|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
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Table 1 SSX Project Determination of Effects

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| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
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| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
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Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

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 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
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Your assistance in this matter is greatly appreciated.

Sincerely yours,

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David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street
Suite 300
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

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Table 1 SSX Project Determination of Effects

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 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "David J. Mohler". The signature is fluid and cursive, with the first name "David" and last name "Mohler" clearly distinguishable.

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Roseanne Foley
Executive Director
Boston Landmarks Commission
City Hall
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service (USPS) property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue;
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The DEIR did not include any proposed improvements to the seawall. Project plans have been updated and the SSX Project now includes raising an approximately 700-foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is will mitigate potential flooding on the site. These improvements to the seawall are further discussed in the FEIR that can be found on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's Standards for Rehabilitation. Under Section 4(f), FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. In addition to elevating the seawall to matchup with the adjacent sections, MassDOT is also proposing to replace the existing deteriorated railing. Replacing the deteriorated railing is considered enhancing preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

FRA Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have "no effect," "no adverse effect," or an "adverse effect" on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. The project would have "no effect" on a majority of the historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

As noted above, the Fort Point Channel seawalls are contributing structures to the Fort Point Channel Historic District. The seawall improvements, designed to be consistent with the Secretary

of the Interior's Standards for Rehabilitation, would have no adverse effect on the historic seawall or district.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|--|-------------------------|--|
| Properties listed in the National and/or State Registers of Historic Places | | |
| Leather District | No Effect | NA |
| Russia Wharf Buildings | No Effect | NA |
| Commercial Palace Historic District | No Effect | NA |
| Fort Point Channel Historic District | No Adverse Effect | <ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs |

Table 1 SSX Project Determination of Effects

| Name | Determination of Effect | Conditions |
|---|--|--|
| South Station Headhouse | No Adverse Effect | - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review |
| Fort Point Channel Landmark District | No Adverse Effect | - Construction Management Plan/Noise Management Plan - South Station Noise Barrier |
| Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth | | |
| Chester Guild, Hide and Leather Machine Company | No Effect | NA |
| Chinatown District | No Effect | NA |
| Federal Reserve Bank of Boston | No Effect | NA |
| Kneeland Street Steam Heating Plant | No Effect | NA |
| South End Industrial Area | No Effect | NA |
| Weld Building | No Effect | NA |
| USPS General Mail Facility/South Postal Annex | No Historic Properties Affected – Recommended Not National Register Eligible | NA |
| Properties Not Previously Surveyed | | |
| Gillette | No Effect | NA |

Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

Stephen Woelfel
 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "David J. Mohler". The signature is fluid and cursive, with the first name "David" being more prominent.

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

November 23, 2016

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

**Re: South Station Expansion Project
Continuation of Section 106 Consultation
Finding of Conditional No Adverse Effect
MHC# RC.53253; EEA#15028**

Dear Ms. Simon:

Thank you for your letter to the Federal Railroad Administration (FRA) dated August 30, 2016 regarding the Massachusetts Department of Transportation's (MassDOT) proposed South Station Expansion (SSX) Project. Your letter was a response to FRA's letter dated August 4, 2016, regarding FRA's proposed conditional No Adverse Effect finding for the project. FRA understands that the Massachusetts Historical Commission (MHC) was not able to concur with FRA's determination and requested more information. This letter responds to that request.

- *Additional Section 106 Consulting Parties* – MHC requested that the Friends of Fort Point Channel be invited to participate in the Section 106 process as a consulting party. FRA agreed to this request, and an invitation letter was sent to Shawn Ford, President, Friends of Fort Point Channel on October 19, 2016. Additionally, consulting party invitation letters were sent to the following: Stephen Gardner, Executive Vice President, Chief of NEC Business Development, Amtrak; Greg Galer, Executive Director, Boston Preservation Alliance; Kathy Abbott, President and CEO, Boston Harbor Now; Lissa Schwab, Preservation Planner, Fort Point Channel Landmark District Commission; Marc Draisen, Executive Director, Metropolitan Area Planning Council; James Igoe, President, Preservation Massachusetts; Patricia A. Foley, President, Save the Harbor Save the Bay; Wendy Landman, Executive Director, WalkBoston. To date, FRA has received responses from Boston Harbor Now and Amtrak; both entities accepted the invitation to participate as a Section 106 consulting party. MassDOT, on FRA's behalf, will follow up with the remaining parties that have not responded, and will provide all consulting parties with copies of the relevant Section 106 documentation. If any consulting party has questions about or objects to FRA's findings, FRA and MassDOT (and MHC as necessary) will work with that party to resolve the issue.
- *Seawall Modifications* – As described in FRA's August 4th letter, and the revised *Historic Architectural Resources Technical Report* (March 2016), the granite for the new seawall will either be recovered from near the seawall/channel or acquired from a local Massachusetts quarry. If granite blocks are visible within Fort Point Channel at low tide and are readily accessible, they may be salvaged and used to raise the seawall. No dredging of the Fort Point Channel would be undertaken. If recovered granite is not available, granite will be acquired from a local quarry. The

original list from the American Society of Civil Engineers, June 1900 paper is enclosed. This list will be utilized to assist in finding a granite source that matches the existing seawall. Samples of the existing and new granite will be compared to match the color and texture. The granite blocks will be cut and laid to match the existing wall.

- *U.S. Postal Service (USPS) General Mail Facility (GMF)* – The SSX Project would acquire and demolish the USPS GMF. Although the demolition of the USPS facility after it is acquired and vacated is part of the SSX Project, the relocation of the USPS facility is not. For purposes of the Environmental Assessment (EA) that is currently being prepared for the SSX Project in accordance with the National Environmental Policy Act (NEPA), FRA and MassDOT analyzed the potential impacts of relocating the USPS facility to a potential future site (referred to as the Reserved Channel site) in the Seaport area of Boston. However, USPS would determine the future location(s) to which its operations would be relocated, and any such relocation would be subject to separate Section 106 and NEPA reviews led by USPS. FRA understands that MassDOT has recently reengaged USPS in negotiations regarding the purchase of the property adjacent to South Station. For information on the status of these negotiations and the USPS relocation, FRA recommends that MHC contact Mr. Stephen Woelfel, Deputy Director, MassDOT Office of Transportation Planning at (857) 368-8889 or steve.woelfel@state.ma.us.
- *Visual and Design Considerations* – Design Principles have been developed to guide the planning and design of the SSX Project. These principles are included in Section 2.1.4 of the *Final Environmental Impact Report* (June 2016)¹ (FEIR) and excerpted in the *Historical Architectural Resources Technical Report* (March 2016). A copy of the Design Principles is enclosed. In addition, the new construction will be designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation and guidelines for new construction: "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."²
- *Conditional No Adverse Effect Finding* – In its August 4, 2016 letter to MHC, FRA made a conditional No Adverse Effect finding, provided that certain conditions are met to eliminate potential adverse impacts of the SSX Project on historic architectural properties. MHC requested that FRA's determination be detailed more clearly. The information below is intended to fulfill that request. The current funding for the SSX Project is for preliminary engineering and environmental analysis. The measures described below would be implemented by MassDOT if/when the SSX Project advances through further design and construction.
 - MassDOT will develop and implement a Construction Management Plan/Noise Control Plan to ensure construction noise is in compliance with Federal Transit Administration and City of Boston construction noise limits. Performance criteria will be developed for all noise-sensitive sites and a monitoring program will be followed throughout construction.
 - MassDOT will install a noise barrier along the easternmost track on the Dorchester Avenue side of Boston South Station to minimize or eliminate adverse noise impacts to properties to the east, including the Fort Point Channel Historic District. The USPS GMF currently serves

¹ South Station Expansion Project Final Environmental Impact Report, June 2016. Available at:

<https://www.massdot.state.ma.us/southstationexpansion/Documents.aspx>

² Grimmer, Anne and Kay Weeks. The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Applying the Standards, June 1992. Government Printing Office, Washington DC. Available at:

<https://www.nps.gov/tps/standards/rehabilitation/rehab/index.htm>

- as an effective noise barrier; with the eventual removal of this building, a new noise barrier will need to be installed. Detailed information about the new noise barrier is available in the FEIR and forthcoming EA.
- The Fort Point Channel east seawall will be raised 1.5 feet along an approximately 700-foot section of the east seawall along Dorchester Avenue to match the elevation of the adjacent east seawall to the north and south. The seawall will match the existing in material, size, color, texture, and configuration. The work will be undertaken in accordance with the SOI Standards for Rehabilitation.
 - MassDOT will design all new construction in accordance with the aforementioned Design Principles and the SOI Standards for Rehabilitation and guidelines for new construction. MassDOT will submit project plans to MHC for review at the 30% and 60% design phases. MassDOT will address any MHC concerns prior to finalization of the plans. Interested consulting parties will also be given the opportunity to review the 30% and 60% design plans.

In accordance with 36 CFR 800.5(c), FRA is seeking written concurrence from your office with FRA's conditional No Adverse Effect finding. If you have questions about the SSX Project or require additional information, please contact me at (202) 366-0340 or laura.shick@dot.gov. FRA looks forward to a response within 30 days of MHC's receipt of this letter.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Enclosures

Enc: ASCE Paper
SSX Project Design Principles

cc: Amishi Castelli, FRA
Stephen Woelfel, MassDOT
Essek Petrie, HNTB



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
4. South Station Expansion Project Historic Architectural Resources Technical Report, dated March 2016, as referenced in November 23, 2016 letter,
5. June 1900 American Society of Civil Engineers (ASCE) paper regarding the source of granite used for the Fort Point Channel seawall and referenced in the November 23, 2016 letter, and

6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street
Suite 300
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Roseanne Foley
Executive Director
Boston Landmarks Commission
City Hall
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Rachel Borgatti
Executive Director
Friends of Fort Point Channel
290 Congress Street
2nd Floor
Boston, MA 02110

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms.Borgatti:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Lissa Schwab
Fort Point Channel Landmark District Commission
City Hall, Room 709
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms.Schwab:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Anthony DeDominicis
Senior Manager
Infrastructure Planning
National Railroad Passenger Corporation (Amtrak)
2955 Market Street, 3N-194
Philadelphia, PA 19104

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. DeDominicis:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Marc Draisen
Executive Director
Metropolitan Area Planning Council
60 Temple Place
6th Floor
Boston, MA 02111

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Draisen:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
4. South Station Expansion Project Historic Architectural Resources Technical Report, dated March 2016, as referenced in November 23, 2016 letter,
5. June 1900 American Society of Civil Engineers (ASCE) paper regarding the source of granite used for the Fort Point Channel seawall and referenced in the November 23, 2016 letter, and

6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Greg Galer
Executive Director
Boston Preservation Alliance
Old City Hall
141 Cambridge Street
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Galer:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
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6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

James Igoe
President
Preservation Massachusetts
34 Main Street Extension
Suite 401
Plymouth, MA 02360

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Igoe:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Jill Valdes Horwood
Director of Waterfront Policy
Boston Harbor Now
15 State Street
Suite 1100
Boston, MA 02109

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Valdes Horwood:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Patty Foley
President
Save the Harbor/Save the Bay
212 Northern Avenue
Suite 304 West
Boston, MA 02210

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms.Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Wendy Landman
Executive Director
WalkBoston
45 School Street
Boston, MA 02108

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Landman:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project

From: [Shick, Laura \(FRA\)](#)
To: [Essek Petrie](#); [Steve Woelfel \(DOT\)](#) (steve.woelfel@state.ma.us)
Subject: FW: Boston South Station Expansion Project Consulting Invitation
Date: Wednesday, November 09, 2016 2:24:34 PM

FYI

Laura A. Shick

Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-0340

From: Jill Valdes Horwood [<mailto:jvhorwood@bostonharbornow.org>]
Sent: Monday, November 07, 2016 11:22 AM
To: Shick, Laura (FRA)
Subject: Boston South Station Expansion Project Consulting Invitation

Good morning Laura,

Apologies for the late reply. I wanted to confirm that Boston Harbor Now would be pleased to take part in Section 106 consulting party. I will be the primary contact person for our organization. Best way to reach me:

Jill Valdes Horwood
Boston Harbor Now
15 State Street, Ste 1100
Boston, MA 02109

Thank you very much.

Best,

Jill Valdes Horwood, JD, LLM
Director of Waterfront Policy
Boston Harbor Now



15 State Street, Suite 1100
Boston, MA 02109-3572
o: (617) 223-8672
c: (305) 978-8976
www.bostonharbornow.org



STEPHEN J. GARDNER
Executive Vice President

NEC Infrastructure & Investment Development and Real Estate

November 15, 2016

Laura Shick
Federal Preservation Officer
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Section 106 Consulting Party Invitation

Dear Ms. Shick:

Thank you for the invitation to become a consulting party under Section 106 of the National Historic Preservation Act for the South Station Expansion Project in Boston, Massachusetts. Amtrak accepts your invitation to participate as a consulting party.

Our contacts for this project are as follows:

Primary Contact:

Anthony DeDominicis
Senior Infrastructure Planning Manager
Amtrak, NEC Business Development
2955 Market Street, 3N-194
Philadelphia, PA 19104
Anthony.DeDominicis@amtrak.com
215-349-1200

Secondary Contact:

Johnette Davies
Senior Historic Preservation Specialist
Amtrak, Engineering
2955 Market Street, Mailbox 55
Philadelphia, PA 19104
Johnette.Davies@amtrak.com
215-349-1354



*Ms. Laura Shick
Office of Railroad Policy and Development
Federal Railroad Administration
November 15, 2016
Page 2 of 2*

Based on the information provided in the invitation letter, Amtrak has no objection with the Conditional No Adverse Effect finding for the project. As per the letter, it is noted that future design submissions will be transmitted to the Massachusetts Historical Commission (MHC) for review and comment. Please keep us informed on whether, and at what times, Amtrak and other consulting parties will be engaged for the design review process as the project progresses.

Amtrak also looks forward to reviewing the forthcoming Environmental Assessment (EA) prepared by the FRA under the National Environmental Policy Act. We would appreciate receiving notification on that document when it is available for review and comment.

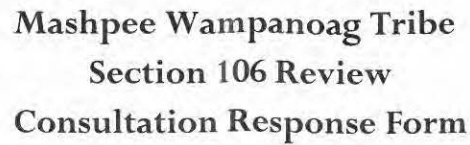
Thank you for the opportunity to participate as a consulting party, and we look forward to working with you on this important project.

Regards,

A handwritten signature in black ink, appearing to read "Stephen Gardner", with a long, sweeping horizontal stroke extending to the right.

Stephen Gardner
Executive Vice President

cc: Tom Moritz, Amtrak
Anthony DeDominicis, Amtrak
Johnette Davies, Amtrak



From: [Castelli, Amishi \(FRA\)](#)
To: [Essek Petrie](#)
Cc: [Steve Woelfel \(DOT\) \(steve.woelfel@state.ma.us\)](#); [Shick, Laura \(FRA\)](#); [Mielke, Matthew S \[USA\] \(Mielke_Matthew@bah.com\)](#)
Subject: FW: South Station Expansion Section 106 Consultation Invitation
Date: Tuesday, December 20, 2016 11:48:48 AM
Attachments: [DOT, Greg Galer, Laura Shick FPO, South Station Expansion, 10-19-1610282016094839.pdf](#)

FYI

From: Greg Galer [<mailto:ggaler@bostonpreservation.org>]
Sent: Tuesday, December 20, 2016 11:46 AM
To: Shick, Laura (FRA)
Cc: Sherva, Elizabeth; Alison Frazee; Castelli, Amishi (FRA); steve.woelfel@state.ma.us
Subject: South Station Expansion Section 106 Consultation Invitation

Dear Ms. Shick,

I apologize for my tardy response to the attached letter inviting the Boston Preservation Alliance to be Consulting Party regarding Section 106 review of the proposed South Station Expansion. As I review files as we approach the end of the year I realize that we never replied on this item.

The Alliance would like to be a consulting party and have opportunity to comment on the project and its design as it develops.

Thank you.

Best for the Holidays and the New Year,
Greg

--

Greg Galer, Executive Director
Boston Preservation Alliance

**** WE'VE MOVED ****
The Otis House
141 Cambridge Street
Boston, MA 02114
617-367-2458

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December 20, 2016

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Laura Shick
Federal Preservation Officer
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA; MHC# RC.53253,
EEA# 15028

Dear Ms. Shick:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the information that was submitted, received at this office on November 28, 2016, for the project referenced above. The staff of the MHC have the following comments.

The MHC is unable to concur with the Federal Railroad Administration's (FRA) finding of Conditional No Adverse Effect because the consulting parties have not yet commented on the project.

The MHC understands that the Boston Preservation Alliance, Boston Harbor Now, and Amtrak have accepted the FRA's invitation to be a consulting party. Per your correspondence, received November 28, 2016, "MassDOT, on FRA's behalf, will follow up with the remaining parties that have not responded, and will provide all consulting parties with copies of the relevant Section 106 documentation." At this time, it is unclear if MassDOT has attempted to follow up with the other consulting party invitations. It is also unclear if the consulting parties identified above have received the project information.

The MHC looks forward to receiving comments from the consulting parties.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Michelle Fishburne, Federal Railroad Administration
Matthew Ciborowski, MassDOT
Stephen Woelfel, MassDOT
Andrew Brennan, MBTA
Secretary Matthew Beaton, EEA/MEPA Unit
Boston Landmarks Commission
Greg Galer, Boston Preservation Alliance
Boston Harbor Now
Amtrak

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Anthony DeDominicis
Senior Infrastructure Planning Manager
Amtrak, NEC Business Development
2955 Market Street, 3N-194
Philadelphia, PA 19104

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. DeDominicis

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

MassDOT has provided your organization with all current, up-to-date project information in letters dated October 19 and December 1, 2016. The materials included FRA's SSX Project Conditional No Adverse Effect finding. One of the conditions is that conceptual designs and architectural drawings of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall will be provided to the Massachusetts Historical Commission (MHC) and consulting parties at the 30% and 60% design phases. The plans will be submitted to the MHC and consulting parties to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction. MassDOT, on behalf of FRA, will follow up with your organization to provide updated project information and to seek input when project plans are prepared.

This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Jill Valdes Horwood
Director of Waterfront Policy
Boston Harbor Now
15 State Street, Suite 1100
Boston, MA 02109

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Horwood:

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

MassDOT has provided your organization with all current, up-to-date project information in letters dated October 19 and December 1, 2016. The materials included FRA's SSX Project Conditional No Adverse Effect finding. One of the conditions is that conceptual designs and architectural drawings of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall will be provided to the Massachusetts Historical Commission (MHC) and consulting parties at the 30% and 60% design phases. The plans will be submitted to the MHC and consulting parties to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction. MassDOT, on behalf of FRA, will follow up with your organization to provide updated project information and to seek input when project plans are prepared.

This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Greg Galer
Executive Director
Boston Preservation Alliance
The Otis House
141 Cambridge Street
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Galer:

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

MassDOT has provided your organization with all current, up-to-date project information in letters dated October 19 and December 1, 2016. The materials included FRA's SSX Project Conditional No Adverse Effect finding. One of the conditions is that conceptual designs and architectural drawings of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall will be provided to the Massachusetts Historical Commission (MHC) and consulting parties at the 30% and 60% design phases. The plans will be submitted to the MHC and consulting parties to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction. MassDOT, on behalf of FRA, will follow up with your organization to provide updated project information and to seek input when project plans are prepared.

This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

1/30/2017

**Re: South Station Expansion Project
Continuation of Section 106 Consultation
Finding of Conditional No Adverse Effect
MHC# RC.53253; EEA#15028**

Dear Ms. Simon:

Thank you for your letter to the Federal Railroad Administration (FRA) dated December 20, 2016, regarding the Massachusetts Department of Transportation's (MassDOT) proposed South Station Expansion (SSX) Project. As you know, FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. Your letter was a response to FRA's letter dated November 23, 2016, regarding FRA's proposed conditional No Adverse Effect finding for the project. FRA understands that the Massachusetts Historical Commission (MHC) is not currently able to concur with FRA's determination and has requested more information.

In particular, MHC requested information regarding the consultation that has occurred between FRA/MassDOT and the Section 106 consulting parties. Enclosed with this letter are copies of pertinent correspondence regarding the Section 106 consultation to date for the SSX project, which includes the following:

- Letters from MassDOT dated October 24, 2012, inviting the following parties to be a part of the Section 106 consultation process:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
- Letters from FRA dated October 19, 2016, inviting the following additional parties to be a part of the Section 106 consultation process:
 - o Friends of Fort Point Channel
 - o Amtrak
 - o Boston Preservation Alliance
 - o Boston Harbor Now
 - o Fort Point Channel Landmark District Commission
 - o Metropolitan Area Planning Council
 - o Preservation Massachusetts
 - o Save the Harbor Save the Bay
 - o WalkBoston

- Letters from MassDOT dated October 28, 2016, reaffirming the invitation to the following parties to be a part of the Section 106 consultation process:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
 - o Boston Landmarks Commission

- Letters from MassDOT dated December 1, 2016, that were sent with a CD with all relevant Section 106 documentation to the following parties:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
 - o Boston Landmarks Commission
 - o Friends of Fort Point Channel
 - o Amtrak
 - o Boston Preservation Alliance
 - o Boston Harbor Now
 - o Fort Point Channel Landmark District Commission
 - o Metropolitan Area Planning Council
 - o Preservation Massachusetts
 - o Save the Harbor Save the Bay
 - o WalkBoston

- Responses received to date by FRA and MassDOT from the following parties (copies of the responses are included with this submittal):
 - o Amtrak – Amtrak accepted FRA’s invitation to participate as a consulting party in a letter to FRA dated November 15, 2016. Amtrak’s letter noted that based on the information provided in the invitation letter, “Amtrak has no objection with the conditional No Adverse Effect finding for the project.” The letter goes on to request it be kept “informed on whether, and at what times, Amtrak and other consulting parties will be engaged for the design review process as the project progresses.”
 - o Boston Preservation Alliance (BPA) – BPA informed FRA in an email dated December 20, 2016, that “The Alliance would like to be a consulting party and have opportunity to comment on the project and its design as it develops.”
 - o Boston Harbor Now – Boston Harbor Now confirmed in an email to FRA dated November 7, 2016, that “Boston Harbor Now would be pleased to take part in Section 106 consulting party.” No other comments were provided.
 - o Mashpee Wampanoag Tribe (MWT) – The MWT Tribal Historic Preservation department issued a Section 106 Review Consultation Response Form dated December 15, 2016, responding that “We have no concerns related to the proposed project. MWT anticipates no adverse effects to our sites of cultural significance by you or your client.” No further consultation with MWT is anticipated, unless archaeological resources or human remains are found during construction, in which case construction would be halted and the MWT office would be contacted, per the MWT condition included in the Section 106 Review Consultation Response Form.

FRA acknowledges that Amtrak, BPA, Boston Harbor Now, and MWT are consulting parties and recognizes that MWT has no concerns at this time related to the SSX Project. MassDOT recently followed up with Amtrak, BPA, and Boston Harbor Now in letters dated January 18, 2017, to confirm the participation of these parties in the Section 106 process for the SSX Project. The letters noted that there currently is no new project information, as the SSX Project is currently only funded at the level of preliminary engineering. The letters also confirmed that on behalf of FRA, MassDOT will submit project plans of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall to MHC, as well as the consulting parties (Amtrak, BPA, Boston Harbor Now) at the 30% and 60% design phases. The plans will be submitted for review to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction, in accordance with FRA's Conditional No Adverse effect finding. Copies of the January 18, 2017 letters are also enclosed.

Please let FRA know if you require any additional information regarding the Section 106 consultation that has occurred to date for the SSX Project. FRA and MassDOT hope this information is sufficient to assist you in concurring with FRA's Conditional No Adverse effect finding.

Sincerely,



1/30/2017

Michael Johnsen
Supervisory Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Enclosures

cc: Amishi Castelli, FRA
Stephen Woelfel, MassDOT
Essek Petrie, HNTB