



Project Overview & Progress February 2013

Project Goals & Elements

What is the South Station Expansion Project?

- Planning and engineering to create a larger and more modern Boston South Station.
 - Platforms, tracks, waiting areas, streetscape
 - Off-peak train storage
 - Opened Dorchester Avenue for public use, waterfront enjoyment, and station access
- Opportunity to encourage joint development.
- Opportunity to promote the national significance of Boston and South Station.



South Station - Future Needs

Why is MassDOT pursuing the South Station Expansion Project?

- To support growing demand for intercity, regional, and local passenger rail transportation.
- To encourage a more sustainable alternative to roadway and air travel.
- To pursue new opportunities for economic growth.
- To provide urban improvements:
 - Streetscape
 - Harborwalk



Close Collaboration

Who Are the South Station Expansion Partners?

MassDOT/MBTA

(Awarded \$32.5 million in federal funds)

Federal Railroad Administration

Federal Transit Administration

U.S. Postal Service

City of Boston

Amtrak

Massport

Boston Region MPO



Project Team

MassDOT: Office of Transportation Planning, Rail & Transit Division

MBTA: Real Estate, Environmental, Railroad Operations

Consultant Team:

Firm	Responsibilities
HNTB (Lead)	Project management, oversight, project controls, rail engineering, architecture, transportation planning, environmental services, land-use planning, funding, project delivery
VHB	Project management, oversight, rail engineering, transportation planning, environmental services, land-use planning
ARCADIS	Hazardous materials
Asset Performance Management	Funding, project delivery
Bryant Associates	Survey
Epsilon Associates	Environmental review, cultural resources
KM Chng Environmental	Noise and vibration, air quality
Public Archaeology Laboratory	Archaeology
Regina Villa Associates	Public outreach
R.W. Sullivan	Mechanical, electrical and plumbing engineering, code review
Stull & Lee	Architecture
Transportation Planning & Resources Group	Funding, project delivery
Urban Alchemy	Funding, project delivery
VJ Associates	Cost estimating, scheduling

South Station – History





South Station - History

How Did We Get Here?

- Station opened to the public in 1899.
- Built with 28 tracks (now has 13).
 - At one time, twice as busy as Grand Central.
- Co-located with USPS facility in the 1930s.
- Avoided demolition and was sold to the MBTA in 1978. Extensive renovations then completed with federal participation.
- Demand for more rail service and better station amenities now exceed the capacity of the station.

What is MassDOT Doing?

- Civic engagement - ongoing and collaborative
- Transportation and rail operational analysis
- Environmental impact analysis and review
- Preliminary engineering/architecture
- Joint development evaluation and analysis
- Cost and schedule estimating
- Analysis of relocation of adjacent USPS facility
- **No construction in this phase.**

Project Elements

- Expansion of the South Station rail facilities.
- Demolition of the adjacent U.S. Postal Service distribution facility located on Dorchester Avenue to provide space for the station expansion.
- Re-opening of Dorchester Avenue.
- Potential joint public/private development next to or over an expanded South Station.
- Identification of a site for layover, where trains can be stored during the day between peak periods of service.

Dorchester Avenue, 1920s

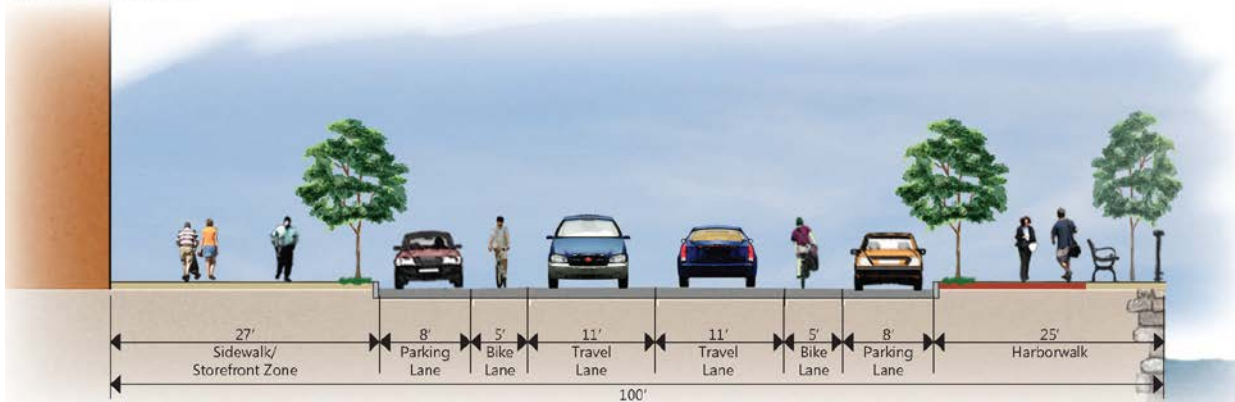


Dorchester Avenue Today

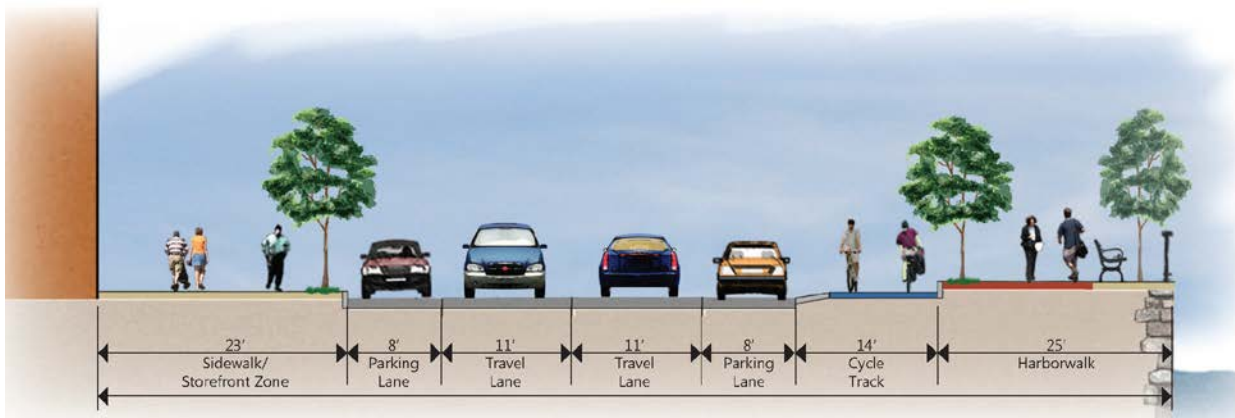


Dorchester Avenue Concepts

Cross-Section A



Cross-Section B



Environmental Review

- Environmental Notification Form (ENF) will be filed with the Massachusetts Environmental Protection Act Office.
- ENF will be noticed in the Environmental Monitor.
- Comment period will follow.
- Federal review to follow.



Project Alternatives

- Future No-Build Alternative - South Station is unchanged
- Future Build Alternative 1 - Transportation improvements only
- Future Build Alternative 2 - Transportation improvements + minimal amount of joint/private development
- Future Build Alternative 3 - Transportation improvements + maximum amount of joint/private development

Future No-Build

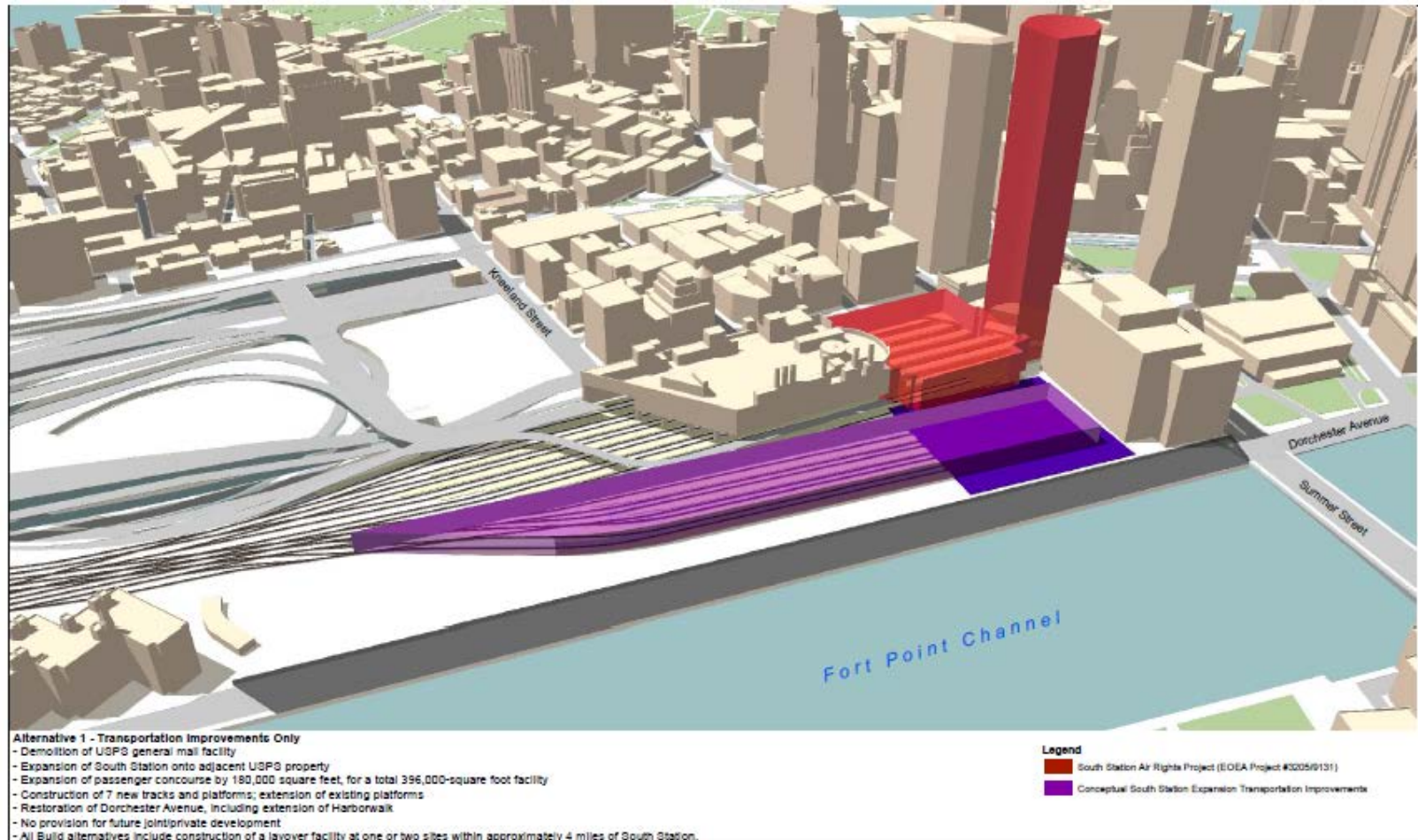
- Maintains the existing South Station facilities essentially unchanged from their current form.
- The Postal facility remains in place on Dorchester Avenue.
- Dorchester Avenue remains closed to the public.
- No new joint/private development within the footprint of South Station.



Alternative 1 - Future Build

- Transportation improvements only at South Station.
- South Station expands onto the Dorchester Avenue Postal property with the construction of additional tracks and platforms.
- Track interlockings reconstructed to accommodate the new tracks.
- Additional layover space located at one or more sites within reasonable proximity of South Station.
- Dorchester Avenue opened to public use.

Transportation Improvements (Alt. 1)

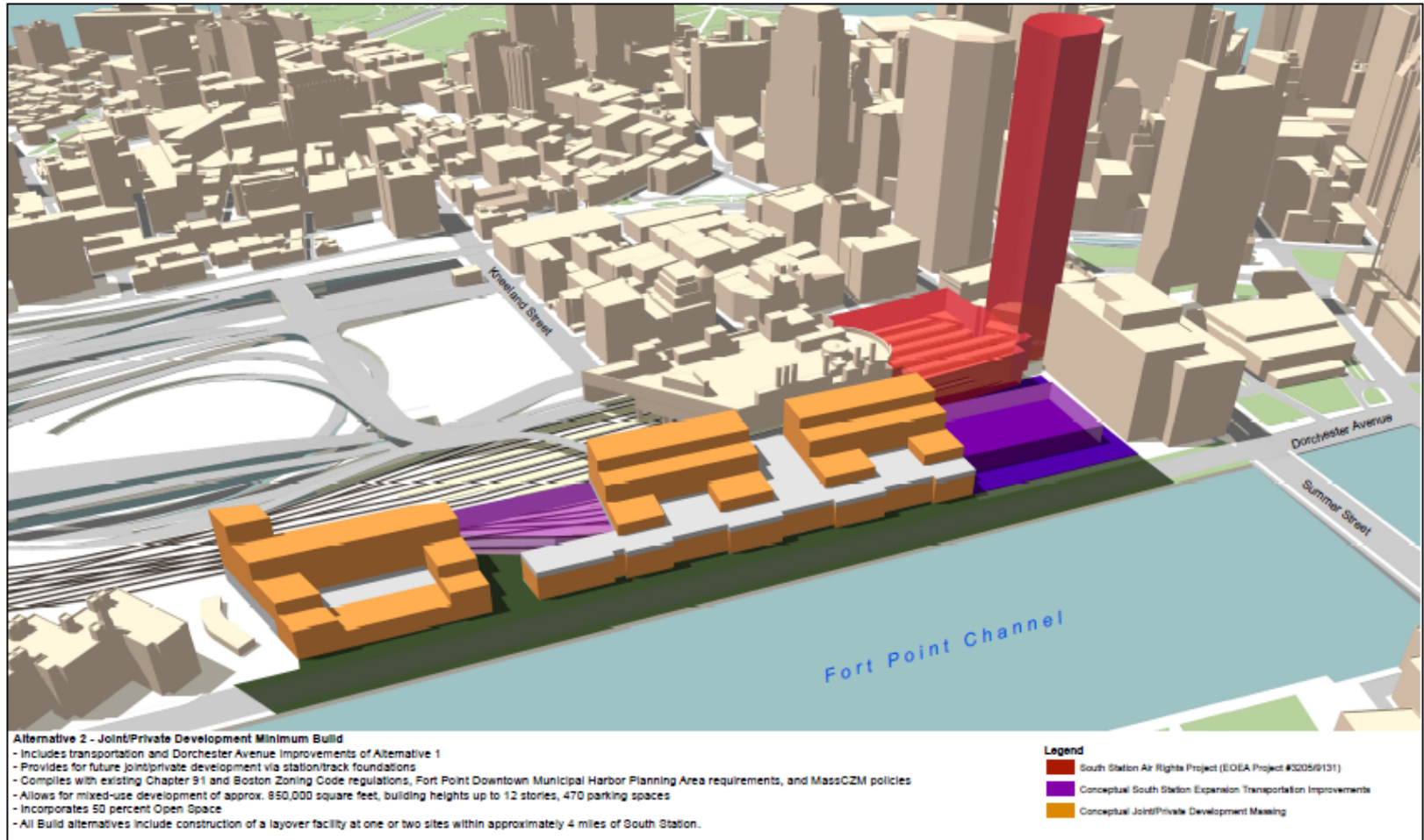




Alternative 2 – Minimum Development

- Includes the transportation improvements described in Alternative 1.
- Proposes approximately 850,000 square feet of mixed-use development with a maximum height of 12 stories.
- Includes the possibility of new parking.
- Complies with existing Chapter 91 and Boston Zoning Code regulations, Fort Point Downtown Municipal Harbor Planning Area requirements, and MassCZM policies.

Minimum Build (Alt. 2)

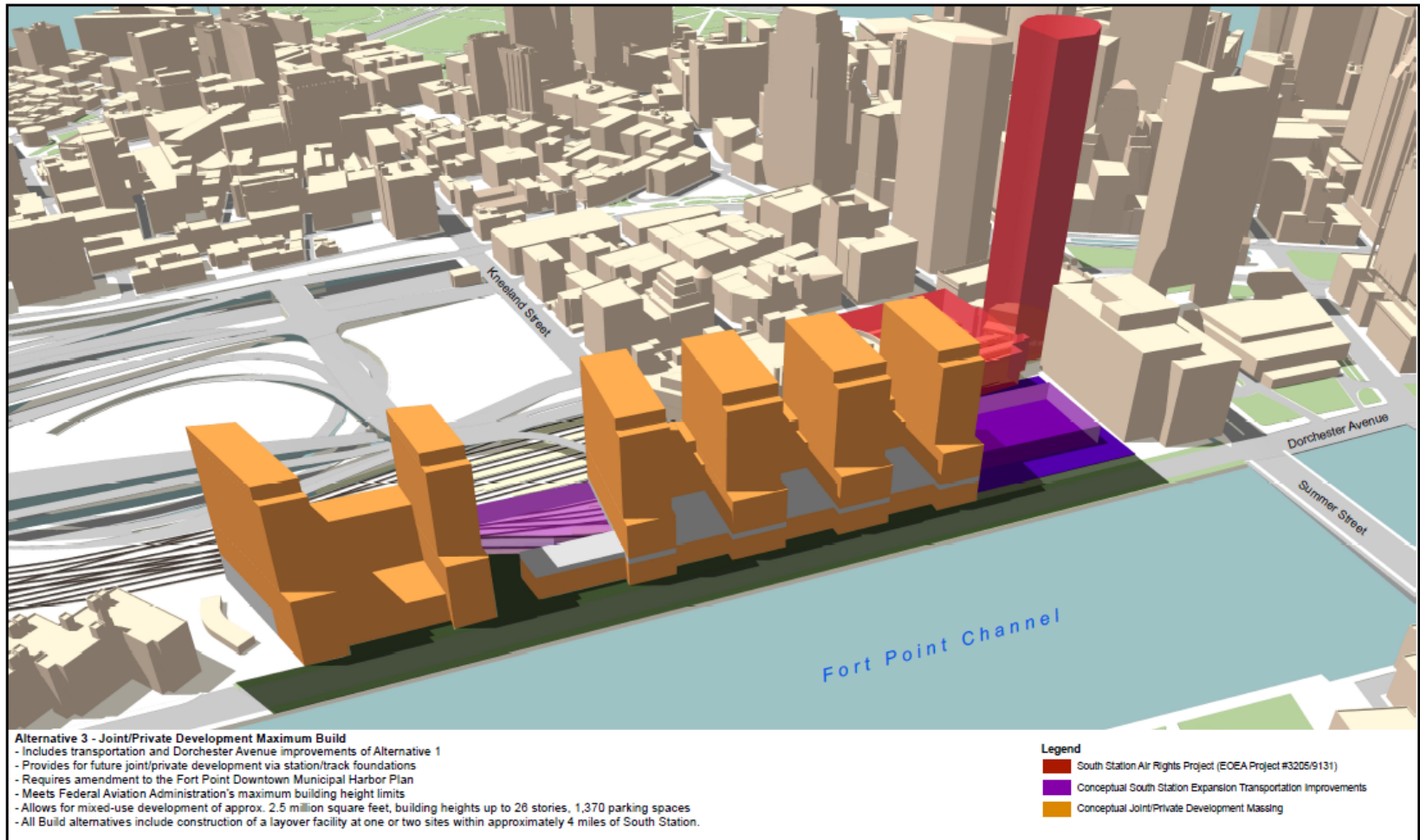




Alternative 3 – Maximum Development

- Includes the transportation improvements described in Alternative 1.
- Proposes approximately 2.5 million square feet of mixed-use development with a maximum height of 26 stories.
- Includes the possibility of new parking.
- Requires permits, zoning changes, compliance with Chapter 91 regulations, and the possible development of a new Municipal Harbor Plan for the South Station area.

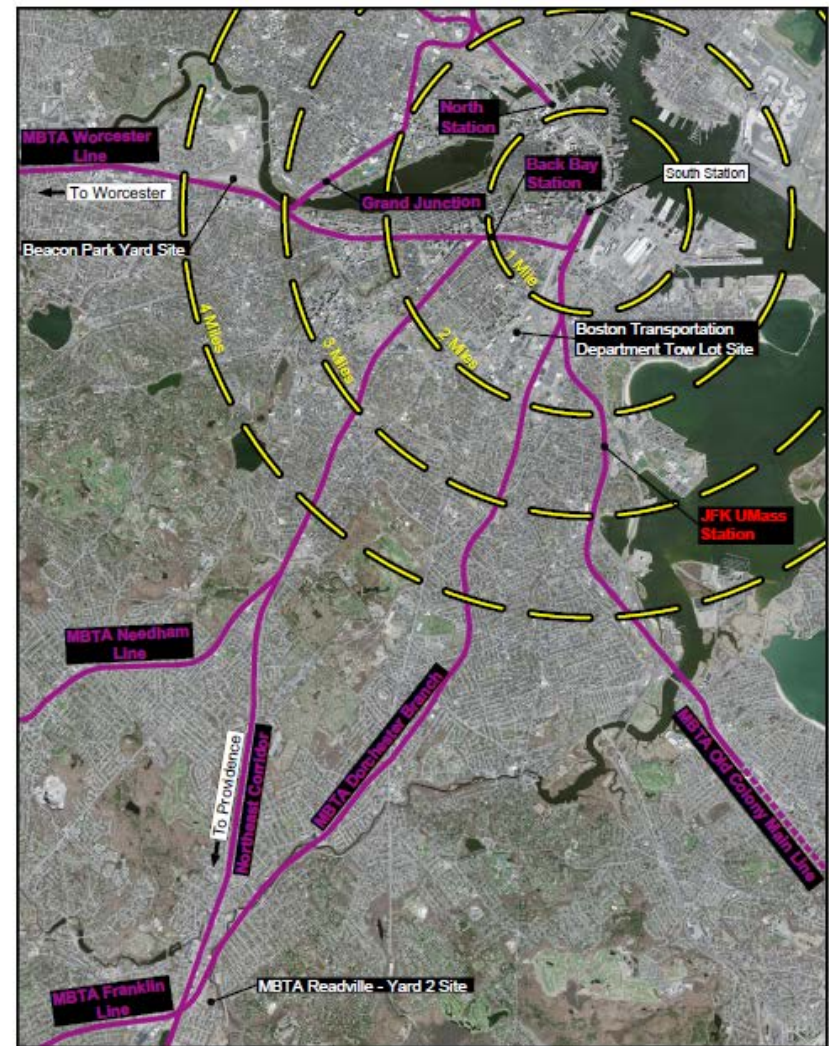
Maximum Build (Alt. 3)



- An expanded South Station will require additional space for trains to ‘lay over’ – be parked – during non-peak periods.
- MassDOT is looking at sites already dedicated to industrial or transportation use.
- ENF includes an analysis of potential sites and a description of how sites are being evaluated.
- Potential sites include Yard 2 at the MBTA Readville facility, Beacon Park Yard, and the City of Boston DPW Tow Lot.

Layover Alternatives

- Boston Transportation Tow Lot, Frontage Road, Boston.
- Readville Yard 2, MBTA Dorchester Branch.
- Beacon Park Yard, Cambridge Street, Allston.



South Station Today





Contact Information

Where can I get more information?

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Historic photos are courtesy of the Boston Public Library, Leslie Jones Collection.