Study Schedule

Task	2018	2019												2020				
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Task 1: Document Past Efforts																		
Task 2: Current Conditions: Market Analysis																		
Task 3: Physical, Regulatory, ROW Ownership																		
Task 4: Potential Service Plan and Alternatives																		
Task 5: Analysis of 6 Preliminary Alternatives																		
Task 6: Analysis of 3 Final Alternatives																		
Task 7: Development of Recommended Next Steps																		
Task 8 -- Public Involvement Plan																		

Study Advisory Committee Meetings

Public Informational Meetings

Draft and Final Report

We Are Here

UPCOMING MEETINGS:

Advisory Committee Meeting

- **Monday, February 24, 2020, 1:00 – 3:00 PM**

  Sheraton Springfield Monarch Place Hotel
  Mahogany Room, Second Floor
  One Monarch Place, Springfield, MA

CONTACT US

For questions or comments, or for more information, visit the Study website at:
www.mass.gov/east-west-passenger-rail-study
where you can also sign up to receive meeting notices and updates by email.

For questions or comments, please email the project team at

planning@dot.state.ma.us

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EAST WEST Passenger Rail Study

February 2020

SERVICE GOALS:

Based on input from the Advisory Committee, residents, and other stakeholders, MassDOT has identified five goals that each service alternative must meet. Learn more about ongoing stakeholder engagement on page 3.

- » Provide better transportation options to/from Western MA,
- » Support economic development,
- » Improve the attractiveness of Western MA as an affordable place to live,
- » Reduce the number of automobile trips along the corridor, and
- » Reduce greenhouse gas emissions and air quality impacts from transportation.

As part of the evaluation process, MassDOT has identified three key considerations that will affect the viability of any alternative.

- » Impacts to freight service
- » Environmental and community impacts
- » Cost

STUDY OVERVIEW

The Massachusetts Department of Transportation (MassDOT) is conducting the East-West Passenger Rail Study, a conceptual planning study of alternatives for improved rail connections and mobility in the East-West corridor. The Study is assessing service options, which feature a range of travel times, speeds, frequencies, and potential station stops to provide passenger service to communities between Boston, Springfield, and Pittsfield. The Study is examining the costs, benefits, impacts, and investments necessary to implement each alternative. It is being conducted in the context of several previous statewide and interstate rail studies.

The Study process is comprised of six phases:

1. Looking at existing conditions and market analysis (Winter 2019)
2. Developing a range of alternatives (Spring/Summer 2019)
3. Identifying and further evaluating a preliminary list of six alternatives (Fall 2019/Winter 2020)

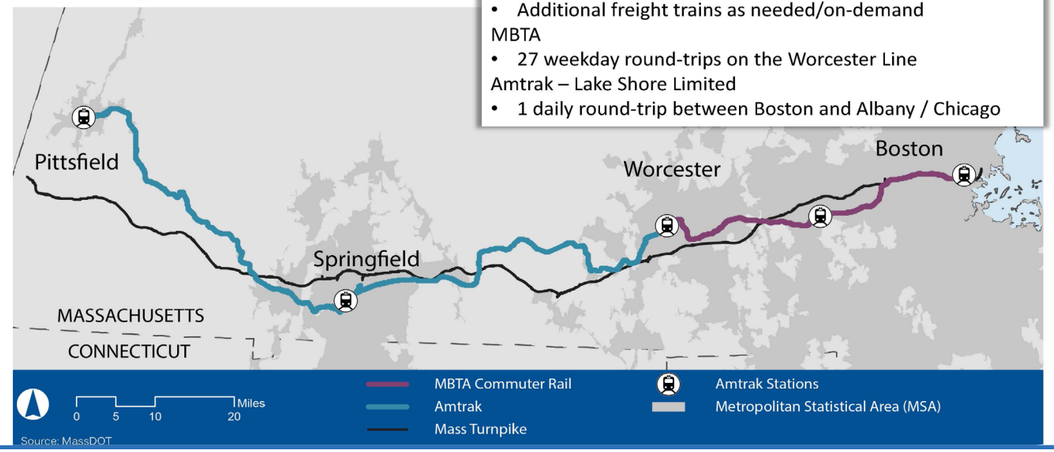
   ●We are here
4. Narrowing the list and evaluating three final alternatives (Winter 2020/ Spring 2020)
5. Reporting on findings, recommendations, and next steps (Spring 2020)
6. Issuing a final report that compiles study results and recommendations (May 2020)

Study Corridor

CSX
- 14 regularly operated freight trains each day
- Additional freight trains as needed/on-demand

MBTA
- 27 weekday round-trips on the Worcester Line

Amtrak – Lake Shore Limited
- 1 daily round-trip between Boston and Albany / Chicago



ALTERNATIVES DEVELOPMENT AND ANALYSIS:

A set of service goals were developed with input from a 40-person Advisory Committee. The project team did a high-level alternatives screening that looked at a wide range of options, including alignments, infrastructure investments, speeds, travel times, stopping patterns, and service levels. Six alternatives emerged from this high-level analysis and were reviewed with the Advisory Committee. Next, the team analyzed the physical and environmental impacts, ridership, scheduling, and costs for these and reviewed preliminary findings with the Advisory Committee. Based on this analysis and input from the public and Advisory Committee, the team will narrow the list of alternatives to three final alternatives. Once the list has been narrowed to three, the team will simulate proposed train operations and conduct an economic analysis.

The following criteria were used to analyze the alternatives:

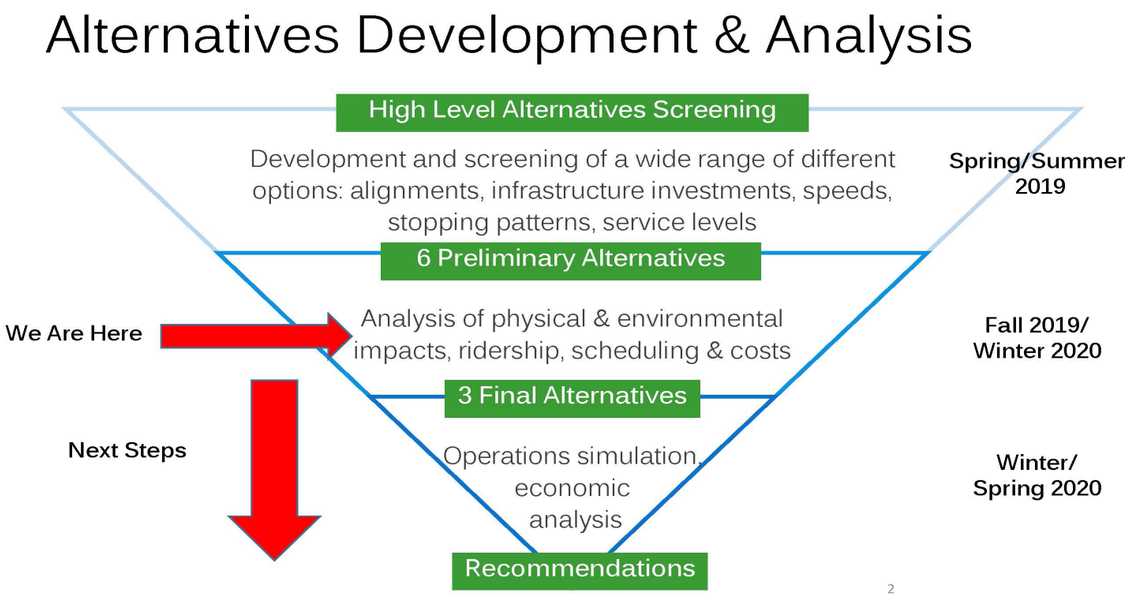
Ridership – computer modeling to forecast demand based on proven, previously built projects and key characteristics of the corridor and service, such as demographics (residents and jobs) and service parameters (speed, frequency, stations served, direct service versus transfers). Induced demand will also be examined

Physical Impacts – property impacts (buildings/structures, private property, rail and road right-of-way) and surrounding infrastructure (bridges, roads, utilities)

Environmental and Community Impacts – wetlands and natural resources, noise, and air quality

Costs and Benefits – capital (railroad construction, surrounding infrastructure, trains) and operations and maintenance costs, economic benefits, and monetized benefits (travel time, environmental)

The next page includes a general description of each alternative. Maps of each alternative can be viewed on the website at www.mass.gov/lists/east-west-passenger-rail-study-documents.



Alternative 1: This alternative includes new train service between Springfield and Worcester, and would require a transfer to the MBTA at Worcester. A bus connection would be provided from Pittsfield to Springfield and Worcester. This would require double-tracking of single-track segments between Springfield and Worcester. This alternative is within a shared rail corridor and utilizes the existing alignment.

Alternative 2: This alternative includes new train service between Springfield and Boston. A bus connection would be provided from Pittsfield to Springfield. This would require double-tracking of single-track segments between Springfield and Worcester. This alternative is within a shared rail corridor and utilizes the existing alignment.

Alternative 3: This alternative includes new train service between Pittsfield and Boston, serving Chester and Palmer. This would require double-tracking of single-track segments along the full corridor. Improvements to the railroad, signals, and control system would enable an increased maximum allowable speed. This alternative is within a shared rail corridor and utilizes the existing alignment.

Alternative 4: This alternative includes new train service between Pittsfield and Boston, serving Chester and Palmer. This alternative is within a shared rail corridor and utilizes new, separate track. The newly built railroad infrastructure would enable an increased maximum allowable speed.

Alternative 5: This alternative includes new train service between Springfield and Boston. A bus connection would be provided between Pittsfield and Springfield. This alternative is within a shared rail corridor and utilizes new, separate track, with key segments of realignment required to straighten tight curves. The newly built railroad infrastructure would enable an increased maximum allowable speed.

Alternative 6: This alternative includes new train service between Pittsfield and Boston, serving Lee, Blandford, and Palmer. This would require constructing a new railroad line mostly adjacent to I-90 within the highway right-of-way. The newly built, electrified railroad infrastructure would enable an increased maximum allowable speed up to 150 mph.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement activities are ongoing and include Advisory Committee and public meetings, briefings, and online tools such as a website and email address to get information and provide comments. In-person meetings are scheduled at key milestones to provide updates and receive stakeholder feedback as the Study moves through the phases.