



# **Final Environmental Impact Report**

## **July 2016**

- What is South Station? Why is it important?
- Purpose of the South Station Expansion project
- Project Description & State Environmental Process
- Final Environmental Impact Report
- Benefits and Impacts
- Layover Facilities
- Federal Environmental Process
- How to Comment

# South Station – Today

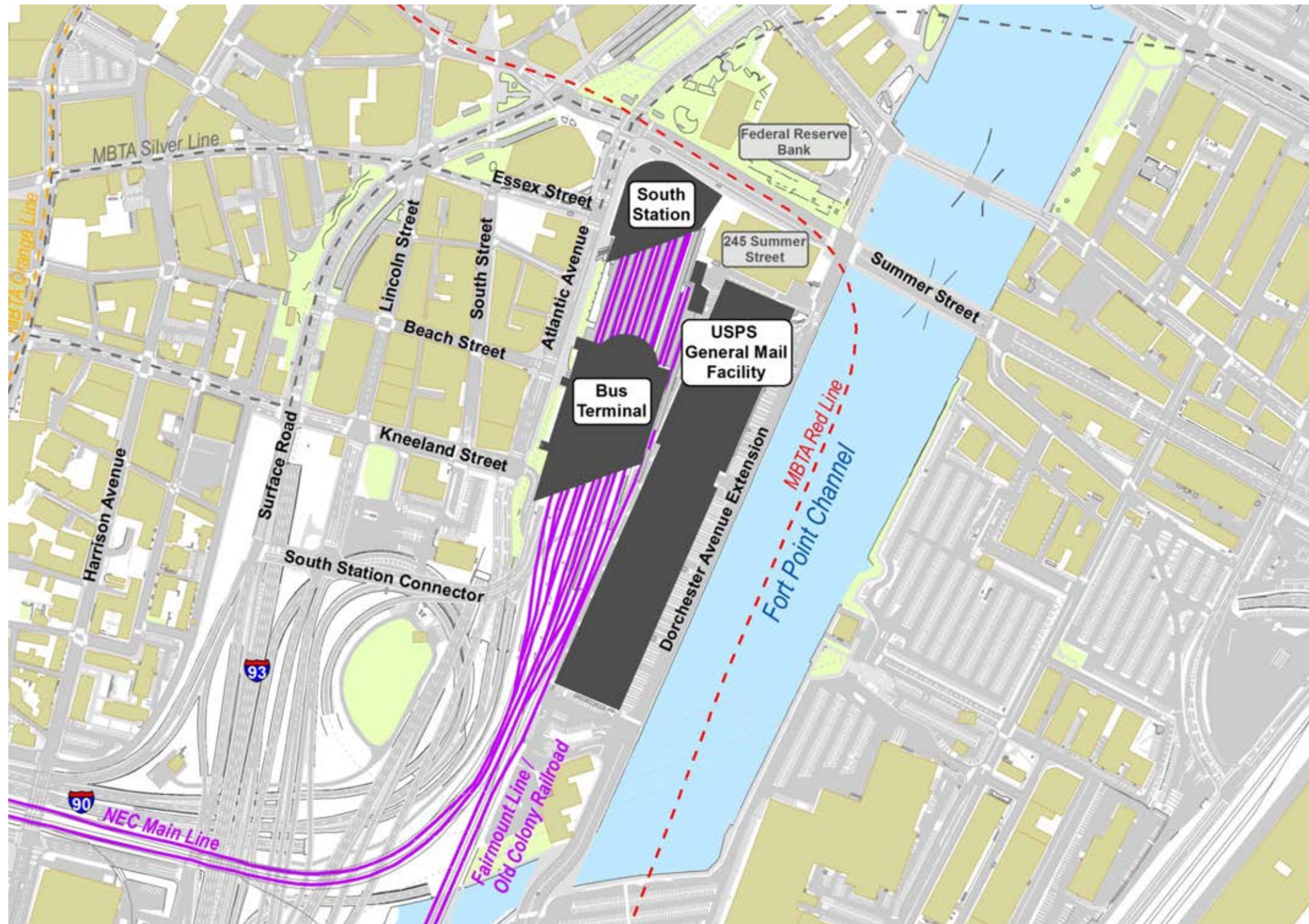
- With 112,000 daily passengers, only Logan Airport is a bigger transportation center in New England
- Passenger spaces and platforms undersized and outdated
- Growth projections anticipate an additional 50,000 passengers over 20 years
- Current station infrastructure limits service reliability and opportunities to expand
- Current MBTA daytime layover: 28 spaces needed; 22 existing



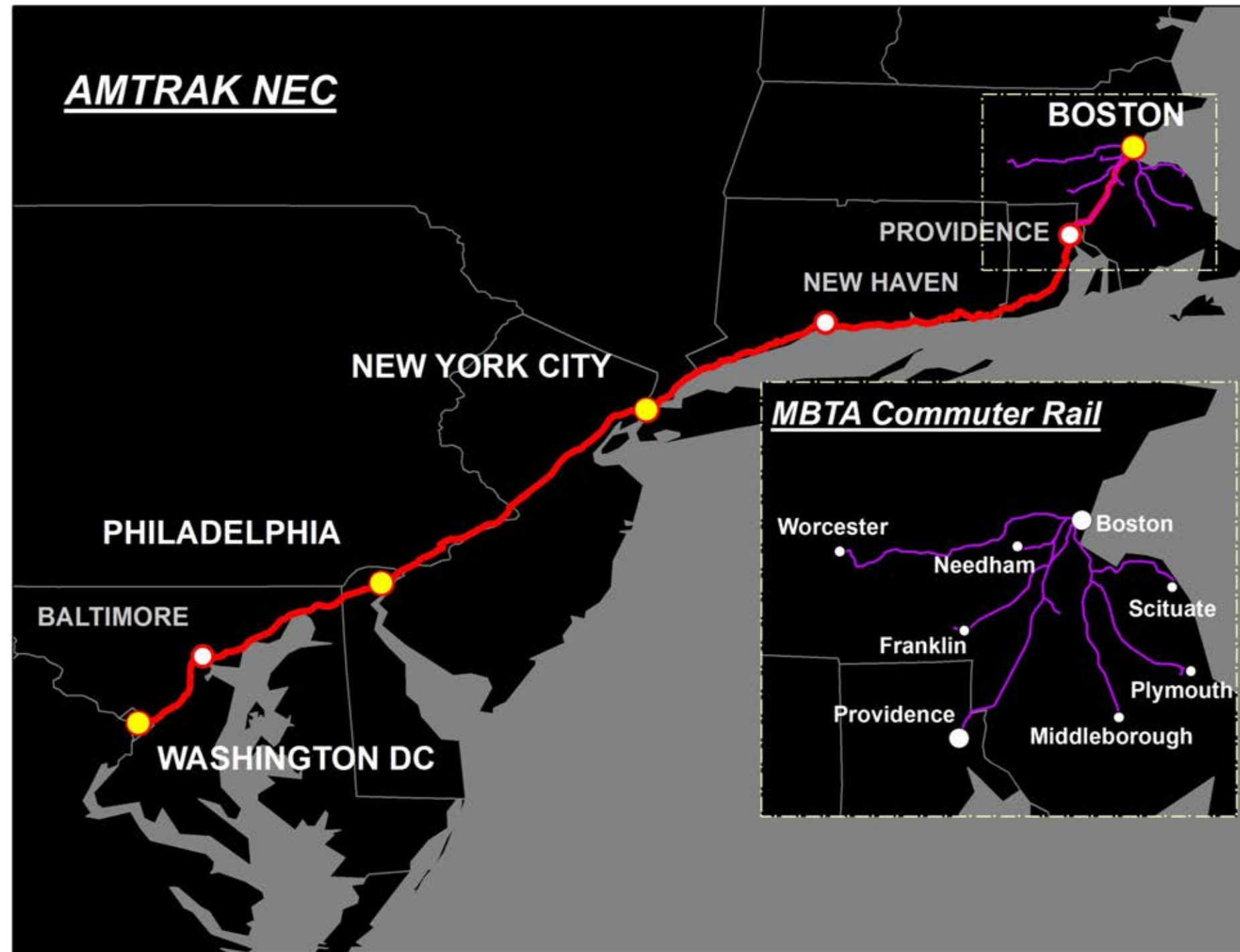


# SOUTH STATION EXPANSION

# South Station








# South Station – The Future

- Growth in Greater Boston over the past decade has outpaced suburban growth, reversing the trend of population and job loss.
- Projected job growth in downtown Boston is anticipated to increase demand for rail transportation.
- South Station is projected to serve **32% more** rail passengers in 2035 than it does today.
- South Station's existing infrastructure is out of date and too small to support future growth.
- Many amenities – including more diverse retail and more comfortable waiting areas – would be possible with an expanded station.
- Expansion of South Station would require additional years of planning, permitting, design, and construction, as well as the purchase of a new fleet of trains and the adjacent US Postal Service building.





# Federal Funding for Current Study

- In 2011, the Federal Railroad Administration (FRA) awarded MassDOT a grant of \$32.5 million to study whether and how South Station could be expanded:
  - **State environmental review**
    - Draft environmental report filed October 2014
    - Final environmental report filed June 30, 2016 
  - **Federal environmental review**
    - Environmental analyses began Summer 2016
    - Draft environmental report anticipated Winter 2017
  - **Preliminary Engineering Design to be prepared concurrently**
- **Federal grant expires June 2017 and study must be completed by then or MassDOT could be required to reimburse the FRA**



## **Potential First Phase**

- Acquire the existing USPS facility on Dorchester Avenue
- Reopen Dorchester Avenue to public use and extend the Harborwalk

## **Potential Second Phase**

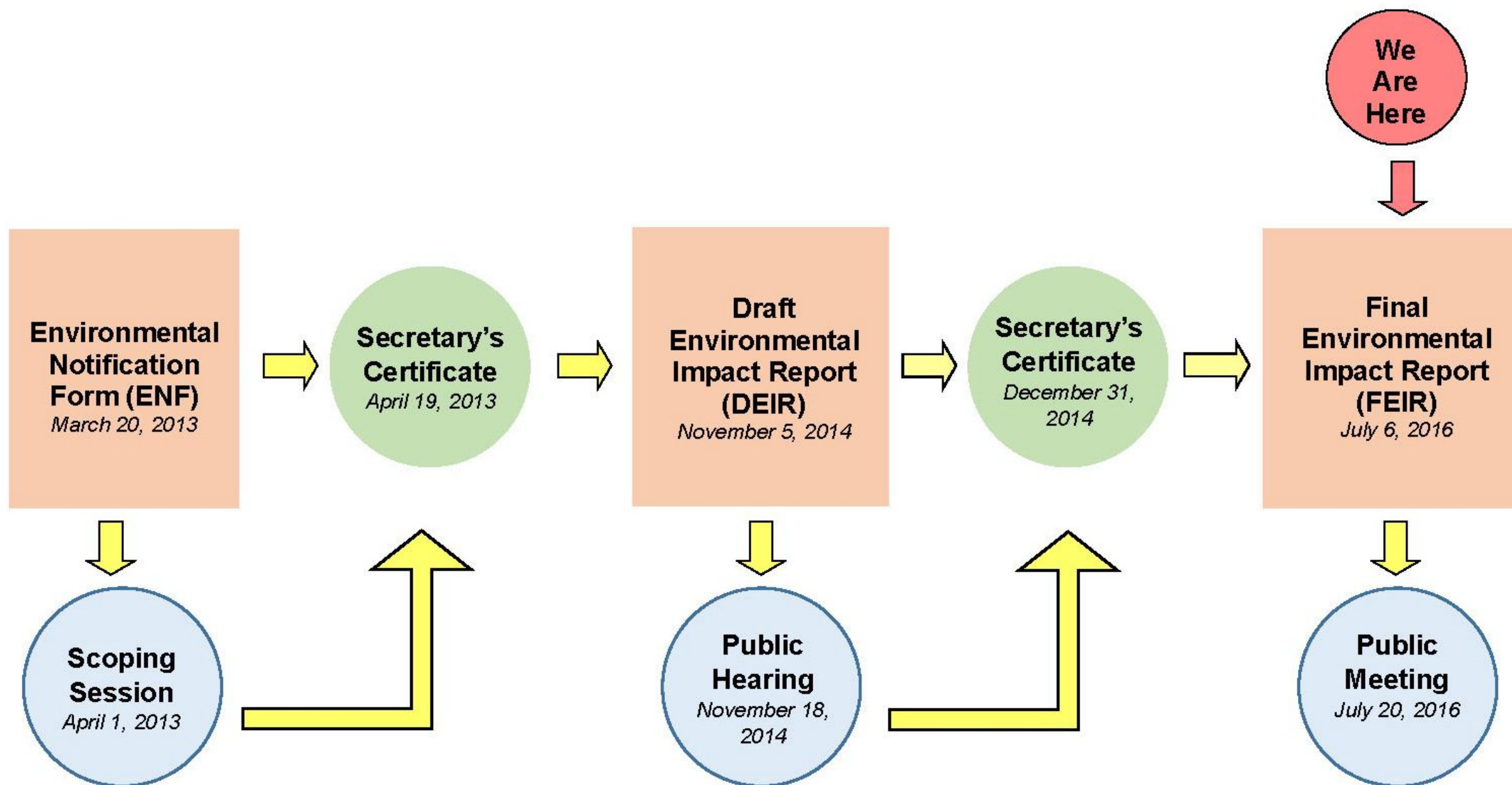
- 7 new tracks, 4 new platforms, and improved track alignment
- Expanded station building and passenger areas
- Improved passenger amenities throughout

## **Potential Final Phase**

- Construct or expand facilities for midday layover for rail vehicles



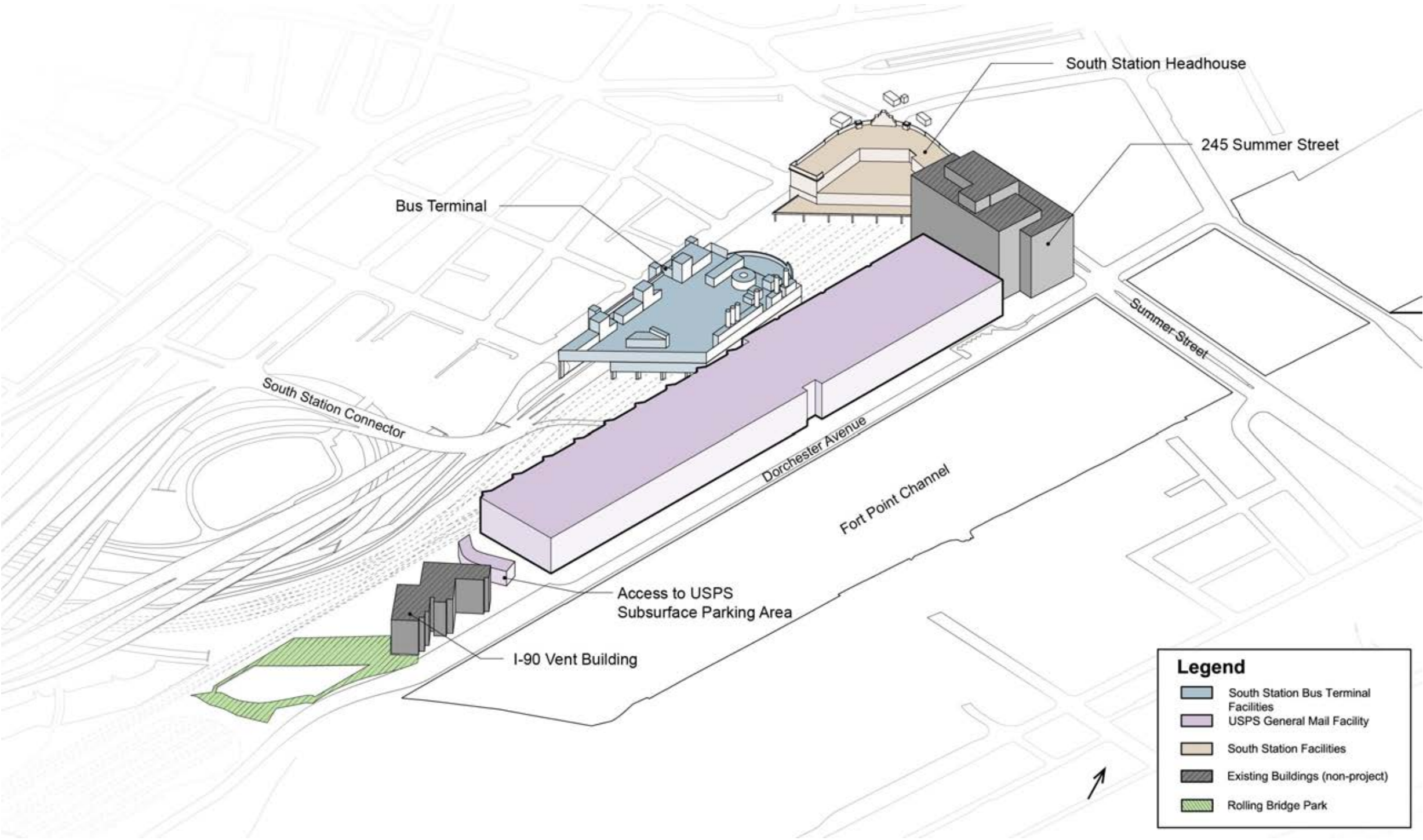
# MA Environmental Process



# Changes since the DEIR

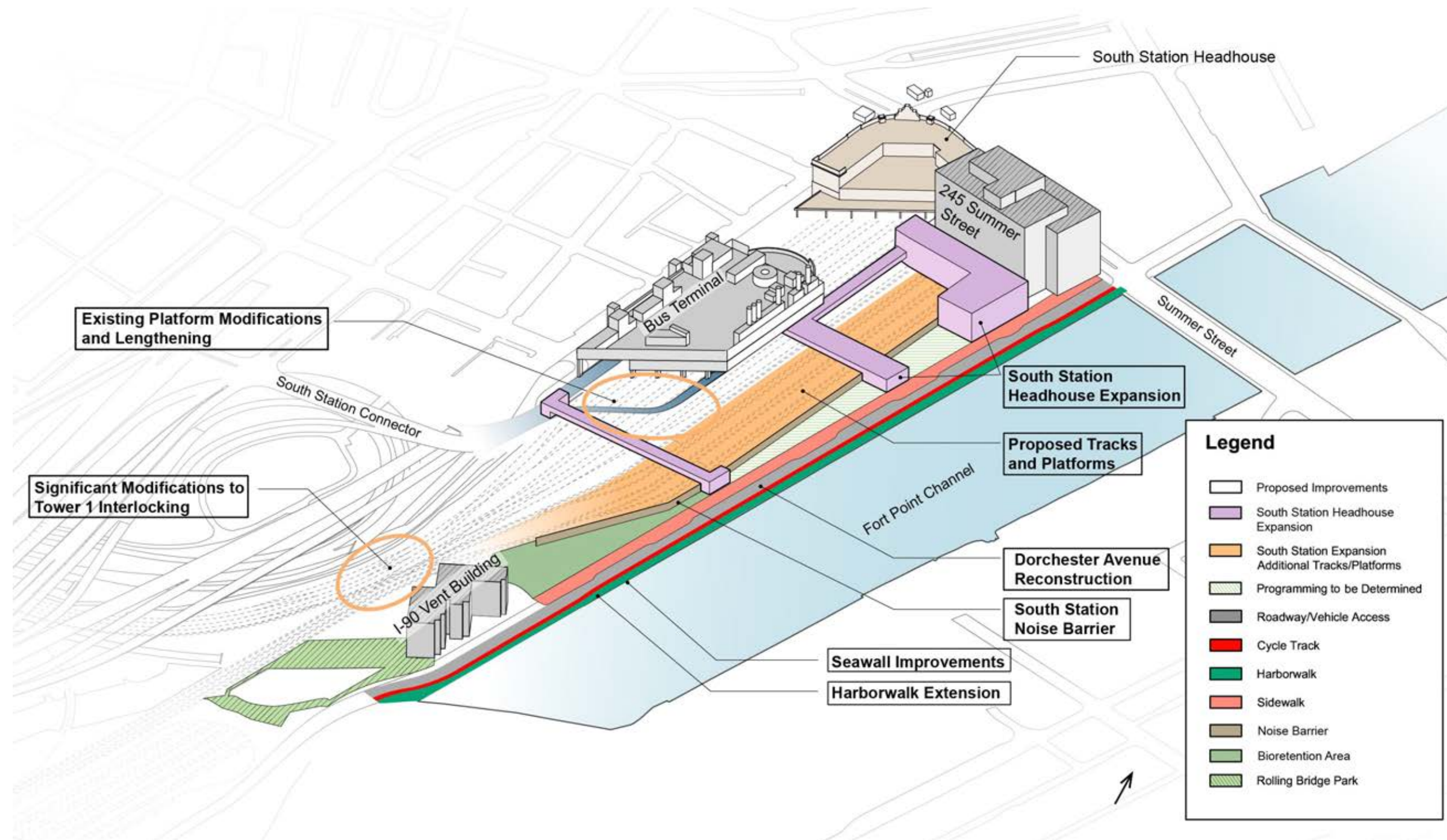
- Transportation Improvements Only (TIO), Alternative 1, is the preferred alternative
- Headhouse expansion reduced from 400,000 sf to 385,000 sf
- Widett Circle and Readville-Yard 2 are preferred for layover solution
- Environmental analyses updated, including: FEMA flood maps, water quality and stormwater, water use and wastewater, climate change and greenhouse gas emissions





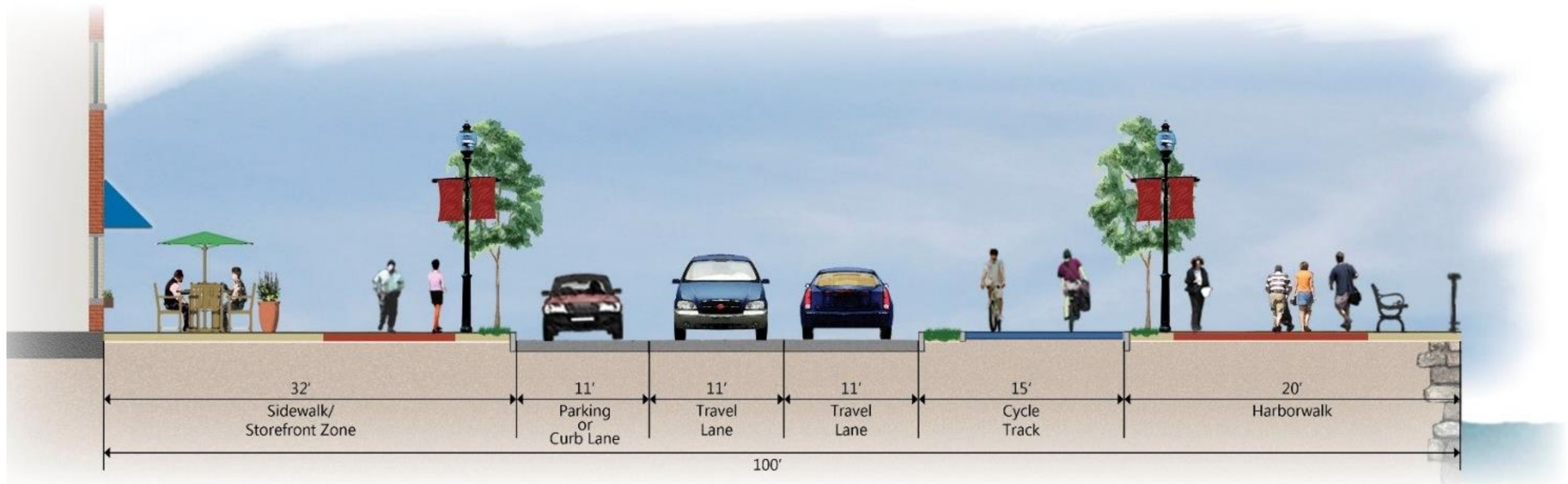


# South Station Future





# Future Dorchester Avenue





# Project Benefits

## Rail Transportation

### **Rail Service**

- Improves reliability and service
- Increases operational efficiency
- Supports increased ridership
- Addresses midday layover deficiencies

### **Passenger Experience**

- Provides new facilities
- Implements ADA upgrades
- Improved passenger amenities throughout

### **Multimodal Connections**

- Improves connectivity between rail station and bus terminal





# Project Benefits

## Other Transportation

### **Pedestrian Connections**

- Extends Harborwalk
- Improves pedestrian connections through and around South Station

### **Bicycle Accommodations**

- Provides new cycle track on Dorchester Avenue
- Provides additional bicycle storage at South Station

### **Vehicular Circulation**

- Reopens Dorchester Avenue for public use
- Improves overall roadway and intersection operations
- Provides new curbside facilities for pick up and drop off at the station



# Project Benefits

## Environment

- Reduces greenhouse gas emissions
- Improves stormwater management
- Improves area resiliency to future sea level rise
- Increases public open space
- Restores public waterfront access via the Harborwalk
- Expansion would not have any adverse air quality impacts



# Layover Yards: Why Needed?

- Uneven daily demand for commuter rail creates a need for midday storage of rail vehicles (three times as many trains arrive per hour in the peak vs. off-peak period)
- Trains typically lay over for 4.5 hours between rush hours
- With the additional service that an expanded South Station could accommodate, midday storage could potentially be needed for as many as 33 additional trains





# Layover Yard Study Process

MassDOT identified 28 potential sites for future layover facilities

Of those, 10 met the minimum site requirements and were then compared against each other using the following criteria:

- Consistency with adopted plans/zoning
- Environmental impacts
- Site suitability/real estate impacts
- Capital improvements required to facilitate rail storage
- Ability to meet rail yard requirements
- Ability to provide operational efficiency

Evaluation results: future needs could not be met with a single site

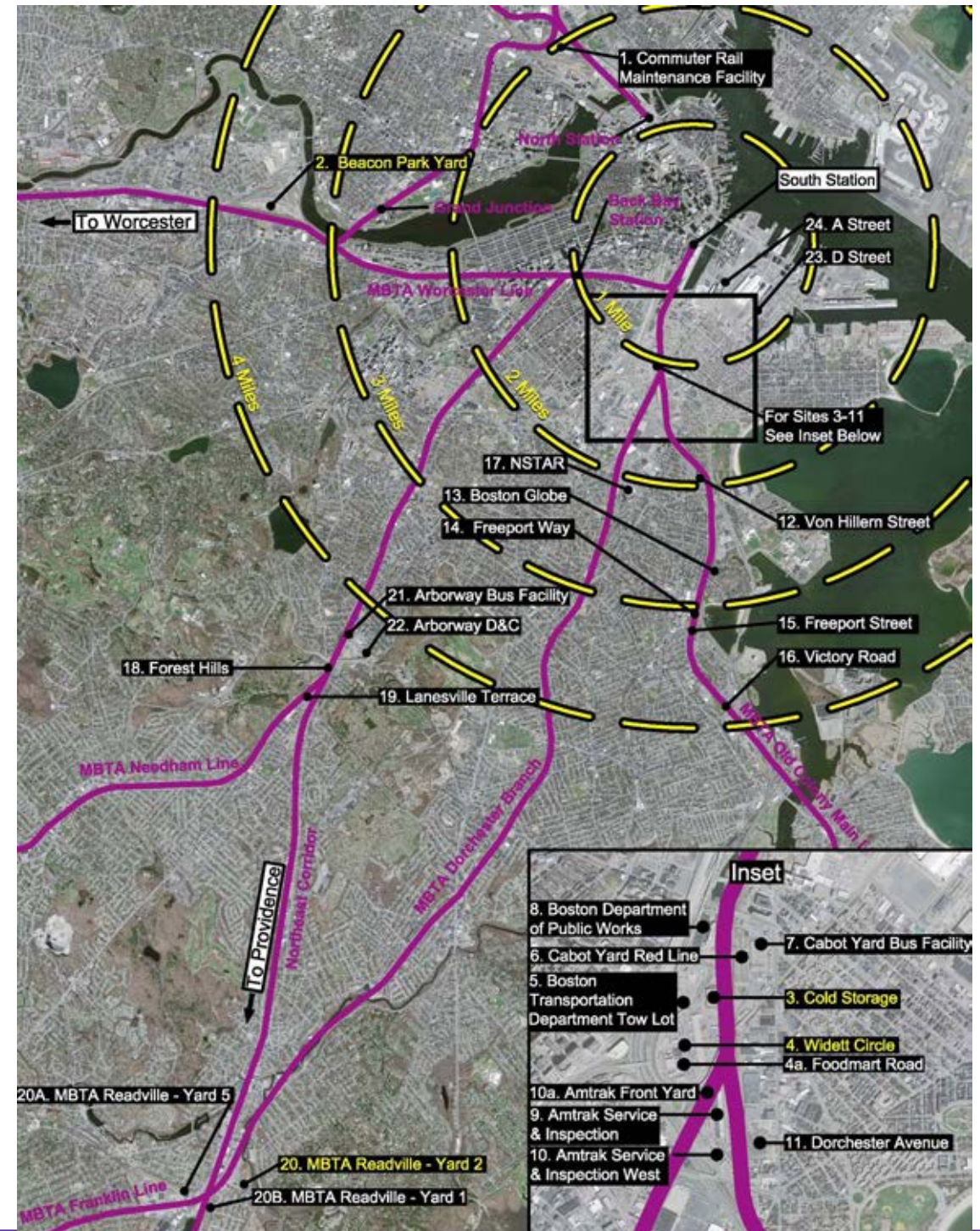
⇒ Three potential sites were then identified for further analysis in a formal environmental review process.



# First Comparison of Potential Layover Yards

## Sites examined for layovers

- 1 – Commuter Rail Maintenance Facility
- 2 – Beacon Park Yard
- 3 – Cold Storage
- 4 – Widett Circle
- 5 thru 11 – Southampton St/Cabot Yard Area
- 12 – Von Hillern Street
- 13 – Boston Globe – Morrissey Boulevard
- 14 – Freeport Way
- 15 – Freeport Street
- 16 – Victory Street
- 17 – NSTAR – Mass Ave
- 18 – Forest Hills (McBride/Washington)
- 19 – Lanesville Terrace
- 20 – Readville Yard 2
- 20A/B – Readville Yards 1 and 5
- 21 – Arborway Bus Facility
- 22 – Arborway Design and Construction facility
- 23 – D Street
- 24 – A Street





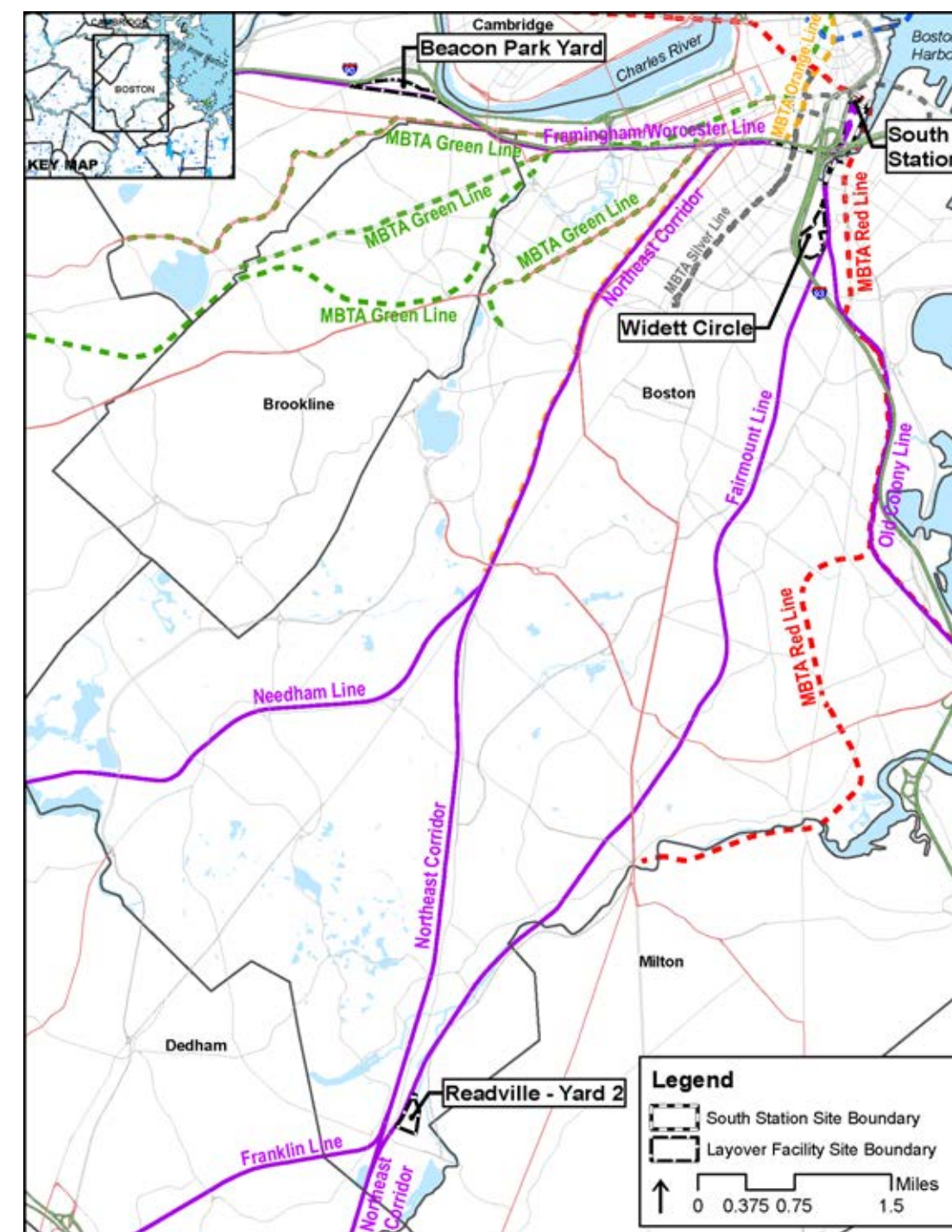


# Second Comparison of Potential Layover Yards

Alternative Site	Consistency with Adopted Plans/Zoning	Ability to Meet Location Requirements	Railroad Operations	Environmental Impacts	Site Suitability	Capital Improvements Required	Recommendation
Commuter Rail Maintenance Facility	Unfavorable	Neutral	Unfavorable	Neutral	Neutral	Unfavorable	Dismiss
Beacon Park Yard	Favorable	Favorable	Neutral	Favorable	Favorable	Favorable	Advance
Cold Storage	Neutral	Favorable	Neutral	Favorable	Unfavorable	Unfavorable	Dismiss
BTD Tow Lot	Neutral	Favorable	Favorable	Favorable	Unfavorable	Neutral	Advance
Amtrak Southampton Street Service & Inspection – West	Neutral	Unfavorable	Neutral	Favorable	Unfavorable	Neutral	Dismiss
Dorchester Avenue	Neutral	Neutral	Neutral	Favorable	Unfavorable	Unfavorable	Dismiss
NSTAR	Unfavorable	Neutral	Neutral	Neutral	Unfavorable	Unfavorable	Dismiss
Forest Hills	Unfavorable	Neutral	Unfavorable	Neutral	Neutral	Unfavorable	Dismiss
Lanesville Terrace	Unfavorable	Neutral	Unfavorable	Neutral	Unfavorable	Unfavorable	Dismiss
Readville - Yard 2	Favorable	Neutral	Unfavorable	Favorable	Favorable	Favorable	Advance

# Potential Sites Identified for Further Study

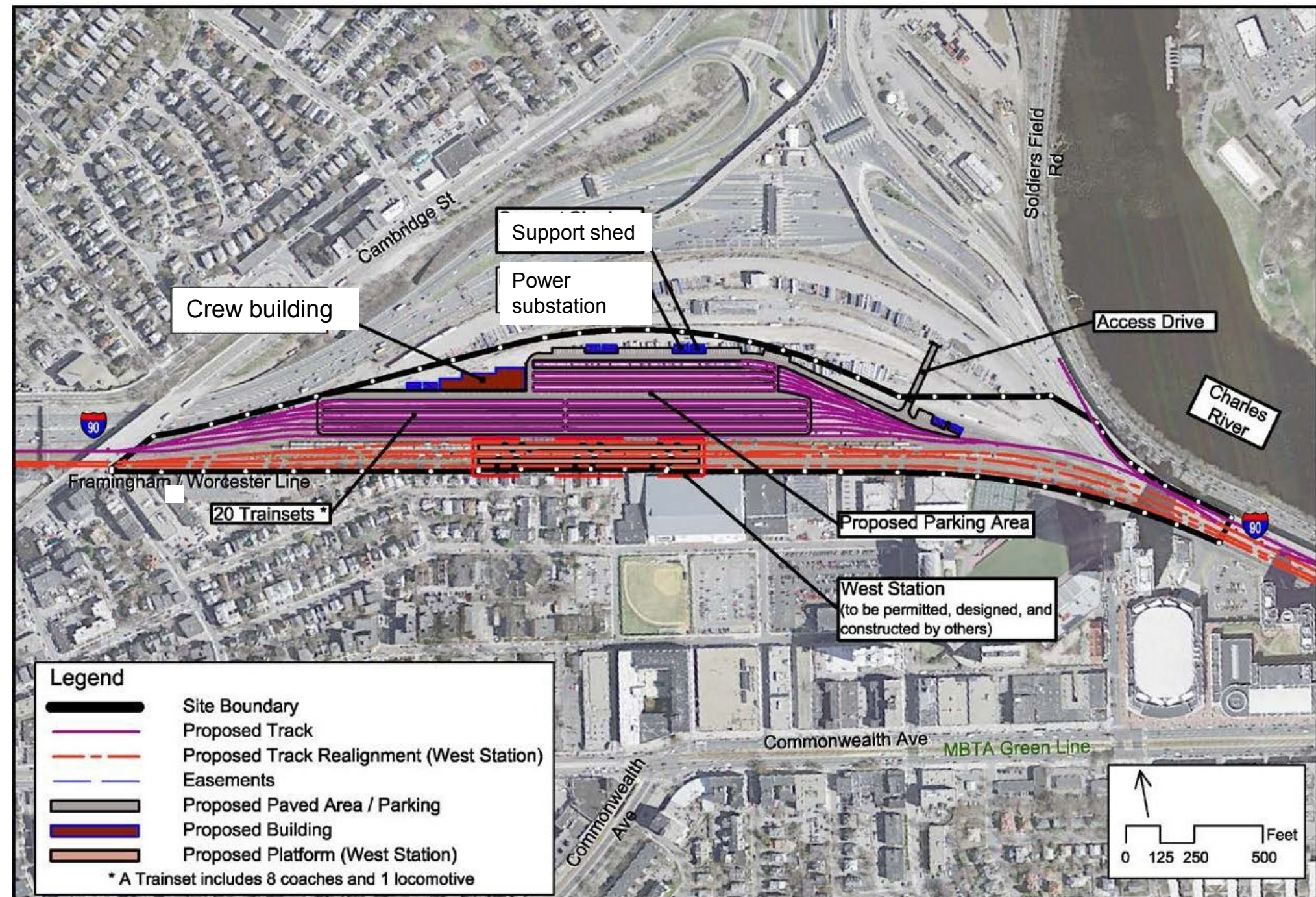
- **Beacon Park Yard:** Cambridge Street, Allston (*now included in ongoing I-90 Allston Interchange Project*)
- **Widett Circle:** 100 Widett Circle and 1 and 2 Foodmart Road (Cold Storage site added to Widett)
- **Readville-Yard 2:** 50 Wolcott Court





# Potential Site: Beacon Park

- Environmental review of this option is now included in the I-90 Allston Interchange project
- Use of this site is subject to ongoing discussions with the current landowner

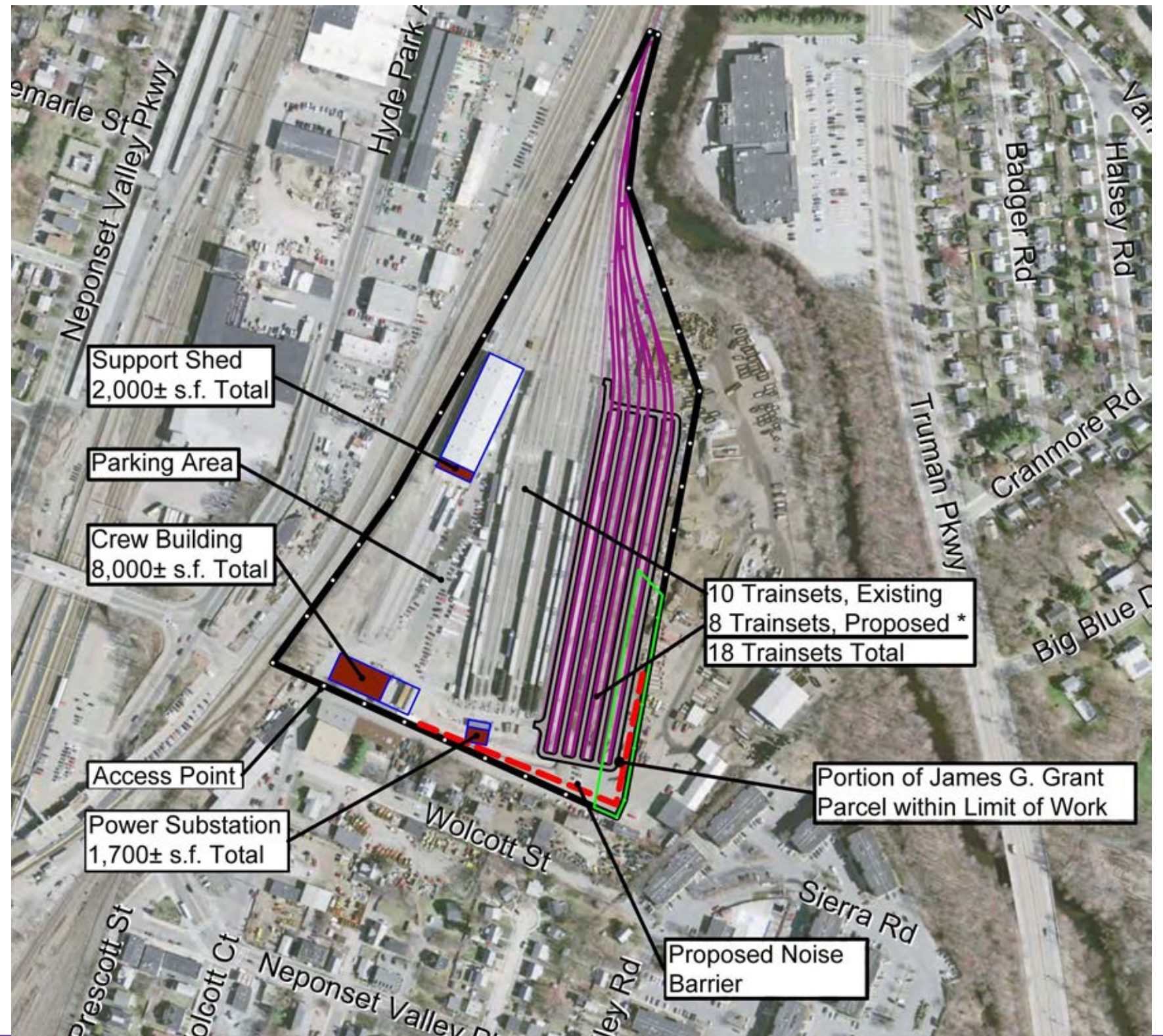




# Potential Expanded Readville Yard 2

## SOUTH STATION EXPANSION

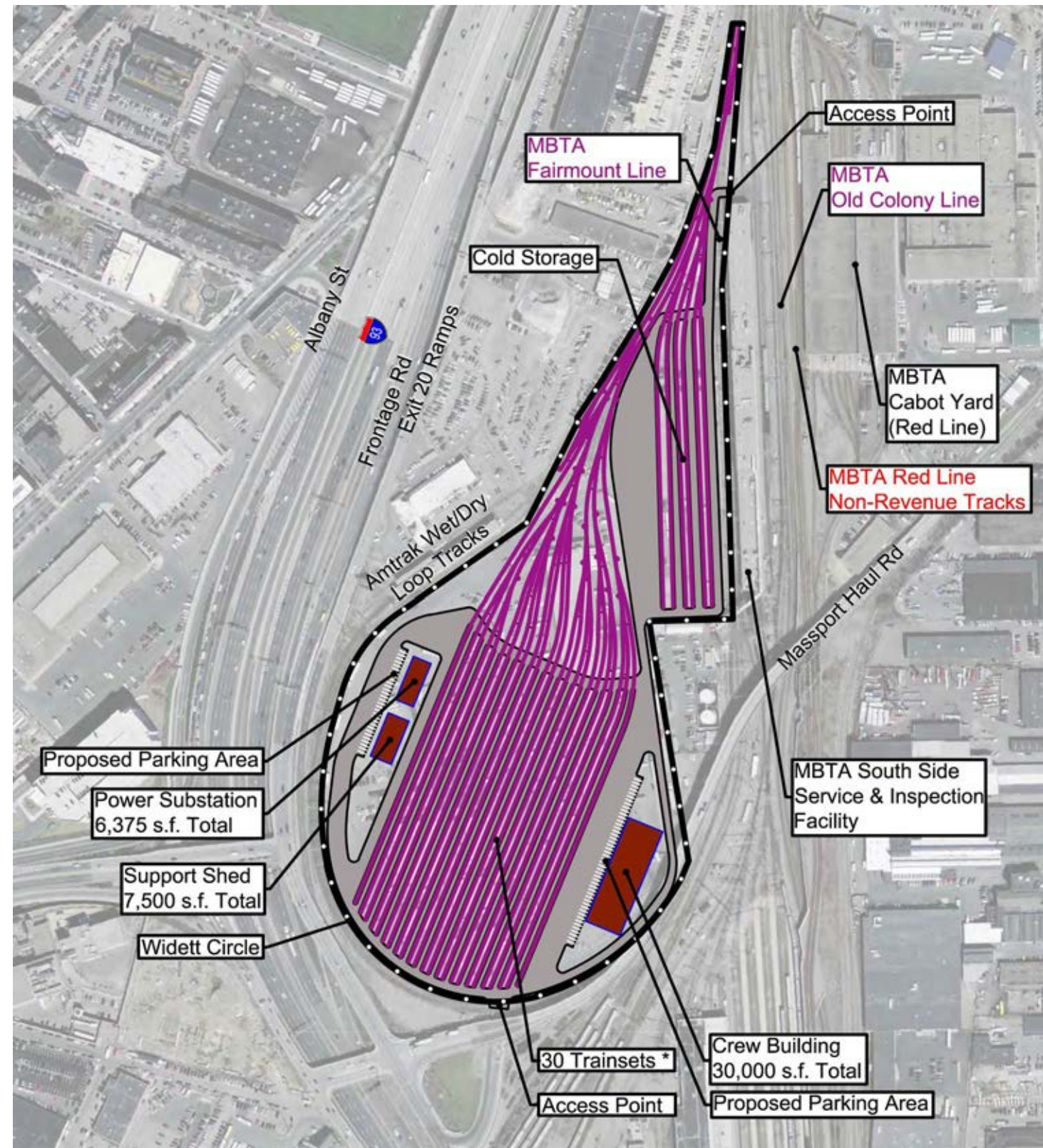
- 17.5 acre site, 8.8 miles to South Station
- Least desirable because it is the farthest from South Station
- Any potential use of this site would be preceded by coordination with local elected officials and public process





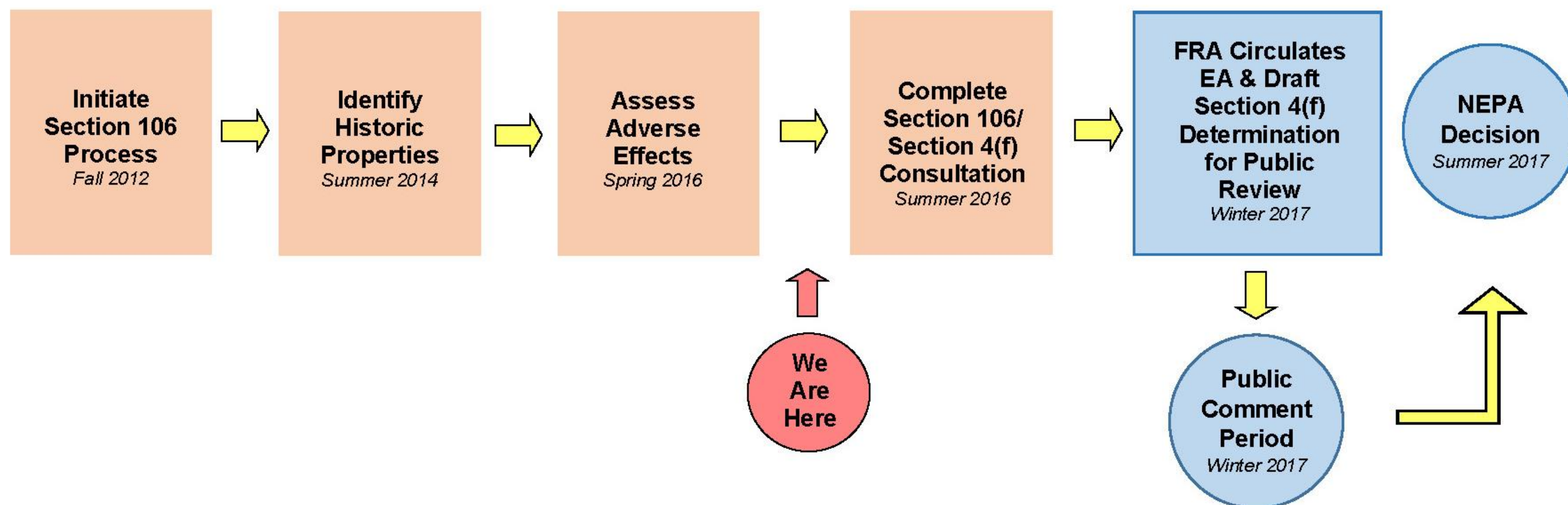
# Potential Site: Widett Circle

- 30 acre site, 1.1 miles to South Station
- Any potential future use at this location would be contingent on working with the City of Boston and the New Boston Food Market on a suitable relocation plan
- Potential use for midday layover would be designed to accommodate the future inclusion of a deck for new development





# Federal Environmental Process







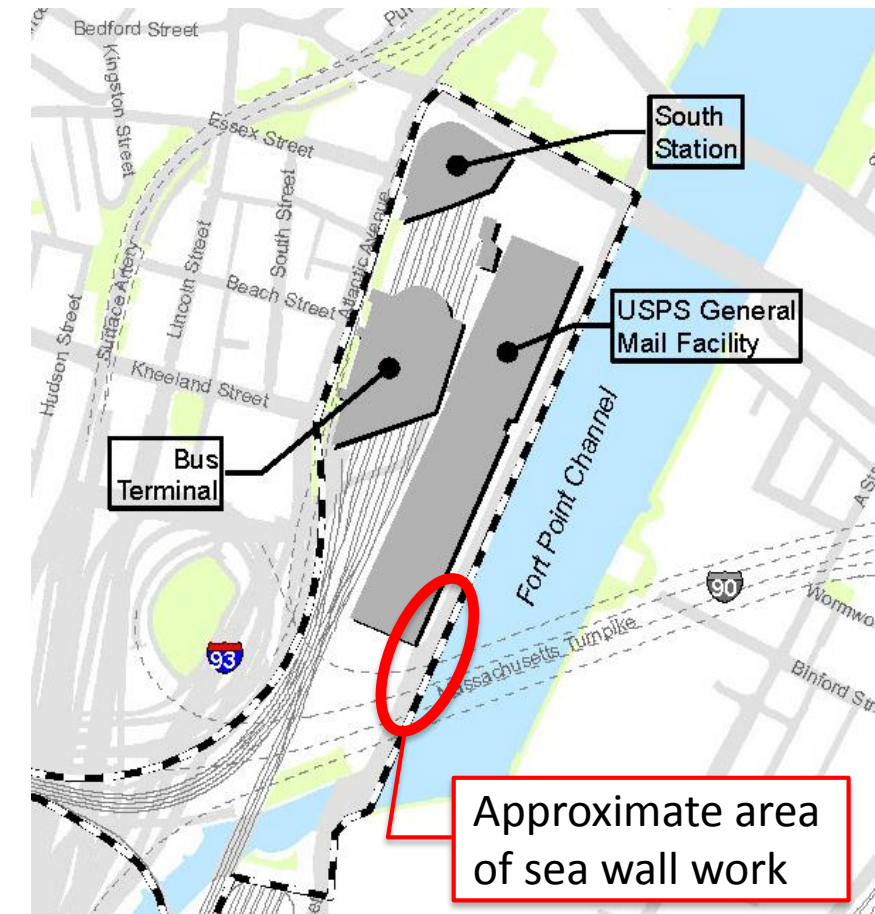
# Federal Environmental Process

## Environmental Assessment (EA)

- Project requires FRA environmental approval for use of federal funds
- Required by the National Environmental Policy Act (NEPA), as well as Section 106 and U.S. DOT Section 4(f) and contains:
  - Analysis of project alternatives
  - Informed by existing and proposed conditions
  - Identifies projected impacts and possible mitigation for:
    - Air quality
    - Noise/vibration
    - Historic resources
    - Land acquisition
    - Storm water
    - Socioeconomic
    - Land use
    - Construction impacts
  - Provides opportunity for public and agency participation

- **Section 106** of the National Historic Preservation Act of 1966 requires Federal agencies to take into account the effects of their undertakings on historic properties.
- **Section 4(f)** of the Department of Transportation Act of 1966 requires consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.

# Section 106 and Section 4(f)

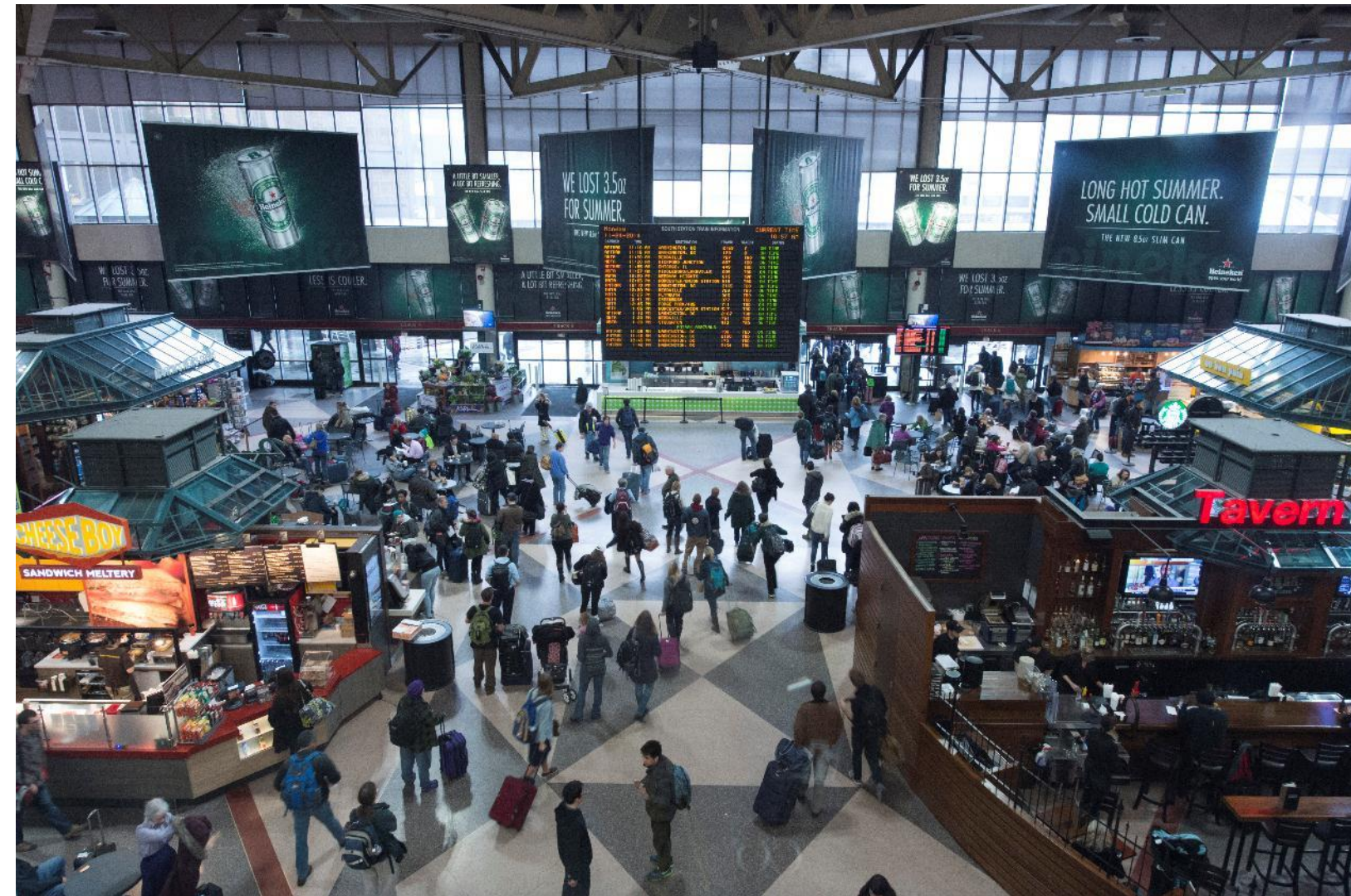


**700' section of Dorchester Ave and sea wall to be elevated approx. 2'**

- Improves area resiliency from future sea level rise and coastal storm flooding
- Provides level gradient for entire length of Dorchester Ave and Harborwalk



- **2016:** Continue to work with City of Boston and USPS on relocation of USPS facility and reopening Dorchester Avenue for public use
- **2017:** Federal environmental filing
- **June 2017:** Complete preliminary engineering design
- **Other:** Work with MassDOT Public-Private Partnership Commission on funding strategies







# Submit an FEIR Comment

Comments on the FEIR should be sent by August 5, 2016 to:

Secretary Matthew A. Beaton

Executive Office of Energy and Environmental Affairs

MEPA Office, Attn: Holly Johnson, MEPA Analyst

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Boston, MA 02114

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# Get Informed!

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***Project Website:***

**[mass.gov/massdot/southstationexpansion](https://mass.gov/massdot/southstationexpansion)**