



# **Hyde Park and South Boston Community Meetings on South Station Expansion Project**

**June 2016**

# Meeting Purpose

- Provide update on potential expansion of South Station in advance of the upcoming filing of a state-level environmental review document
- Review the potential future role of Widett Circle in supporting additional passenger rail service at a future expanded South Station
- Receive input on the project generally, and the role of Widett Circle specifically



# 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- South Station's existing infrastructure is out of date and too small to support future growth
- 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 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 in October 2014
    - Final environmental report expected to be filed in June 2016 ←
  - **Federal environmental review**
    - Environmental analysis to commence in Summer 2016
    - 30% Design to be prepared concurrently
- **Federal grant expires June 2017 and study must be completed by then**

# Project Elements

## Potential First Phase

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

## Potential Second Phase

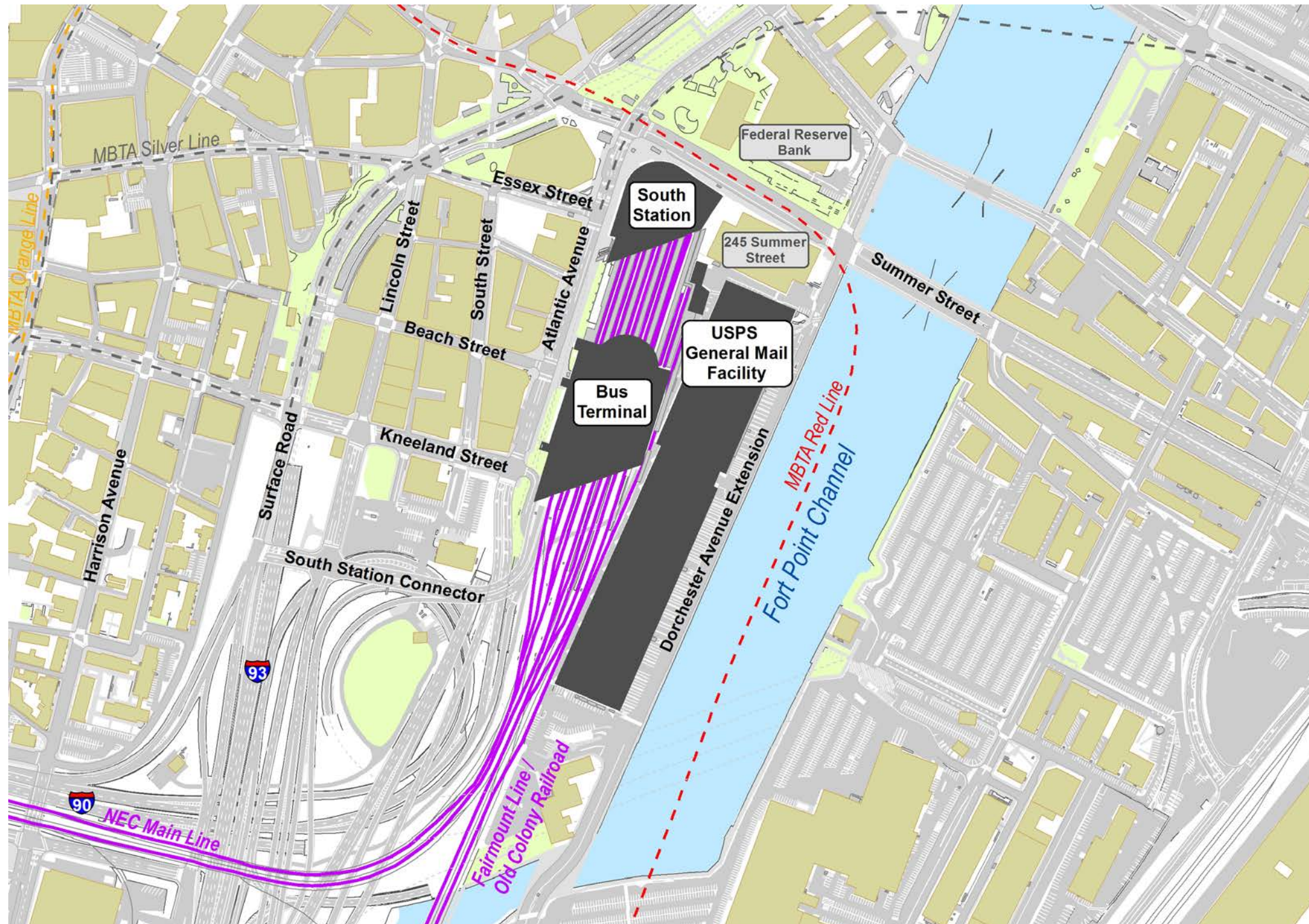
- 7 new tracks, 4 new platforms, and improved track alignment
- Expanded station building and passenger areas
- Improved passenger amenities throughout

## Potential Final Phase

- Construct or expand facilities for midday layover for rail vehicles



# South Station Today





# Layover Yards: Why Needed?

- Uneven daily demand for commuter rail creates need for midday storage (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 space could potentially be needed for as many as 33 additional trains



# Layover Yard Study Process

MassDOT identified 28 potential sites for expanded 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
- Ability to meet rail yard requirements
- Ability to provide operational efficiency
- Environmental impacts
- Site suitability/real estate impacts
- Capital improvements required to facilitate rail storage

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

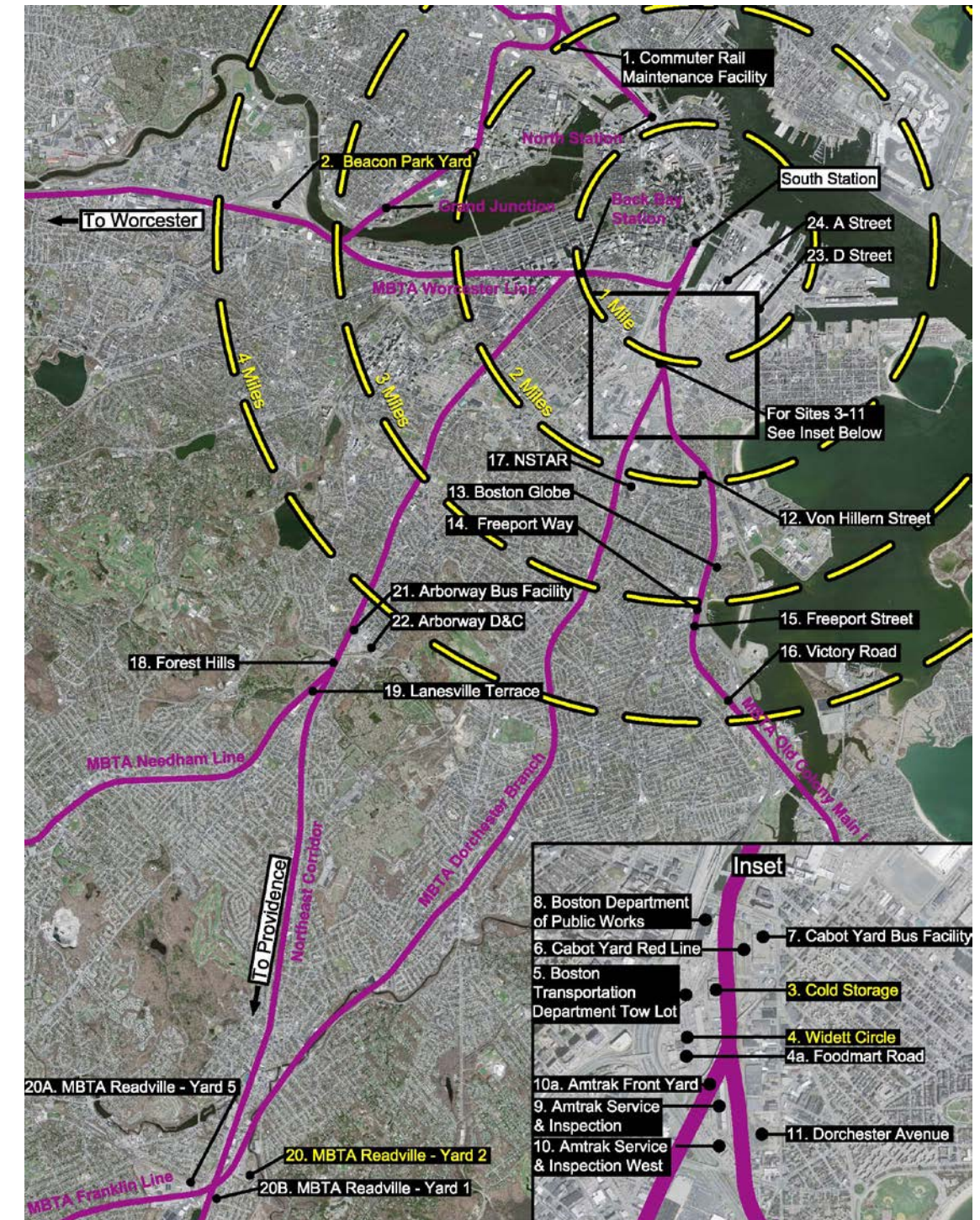
⇒ Three potential sites were then identified for further analysis in a formal environmental review process.



# 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







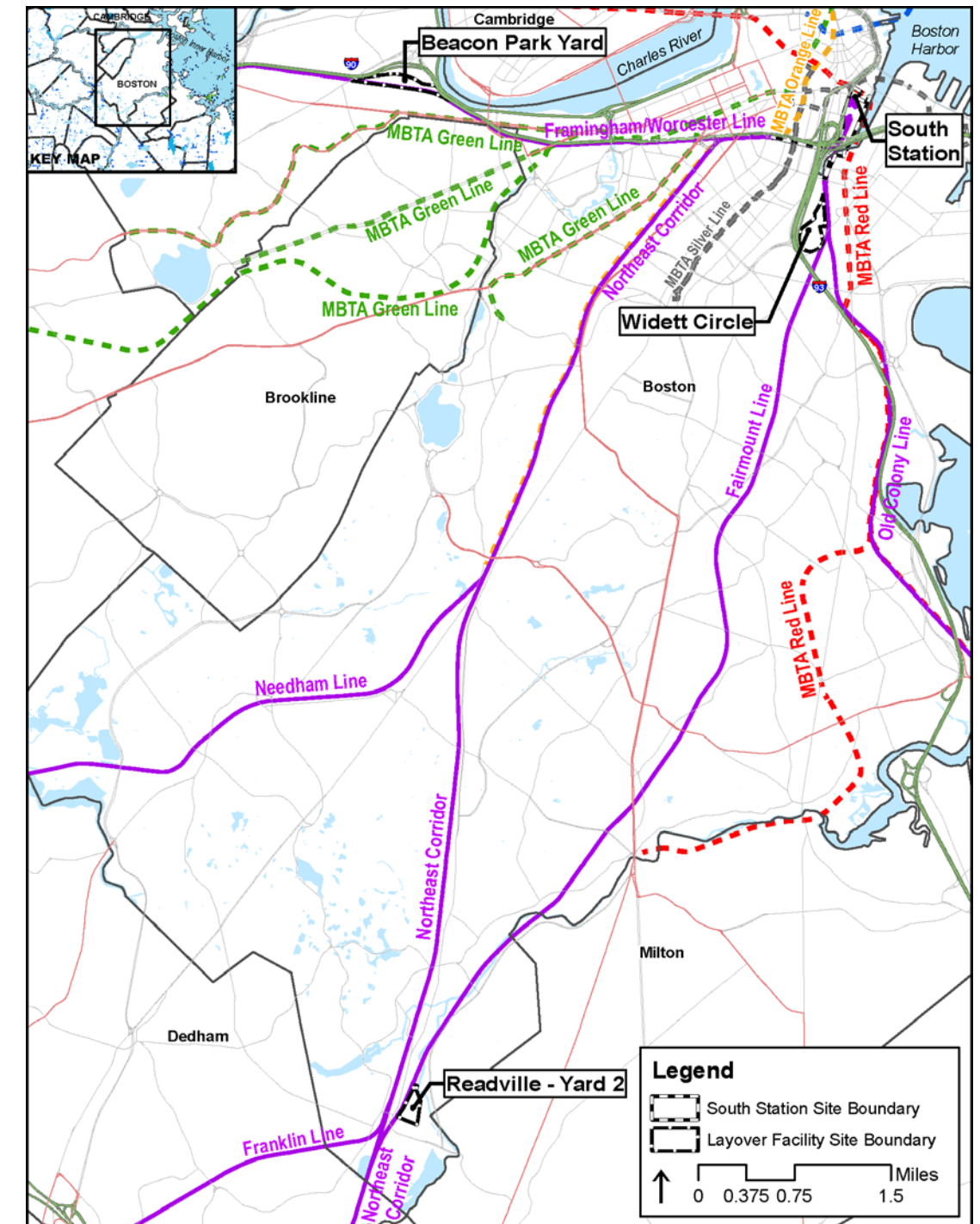
# Second Comparison of Potential Layover Yards

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

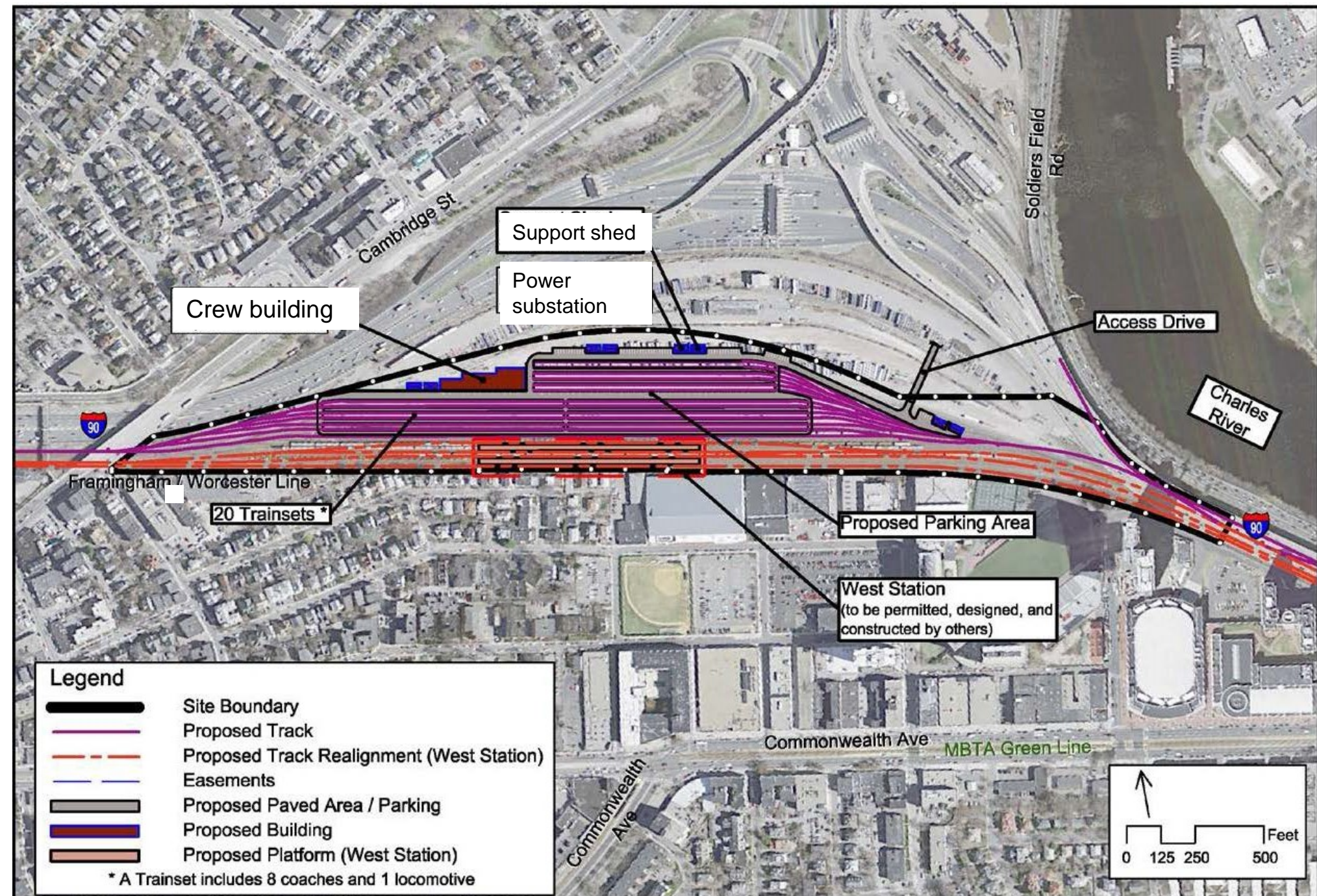
- **Beacon Park Yard:** Cambridge Street, Allston (*now included in I-90 Allston Interchange Project*)
- **Widett Circle:** 100 Widett Circle and 1 and 2 Foodmart Road (Cold Storage site added to Widett)
- **Readville-Yard 2:** 50 Wolcott Court





# Potential Site: Beacon Park

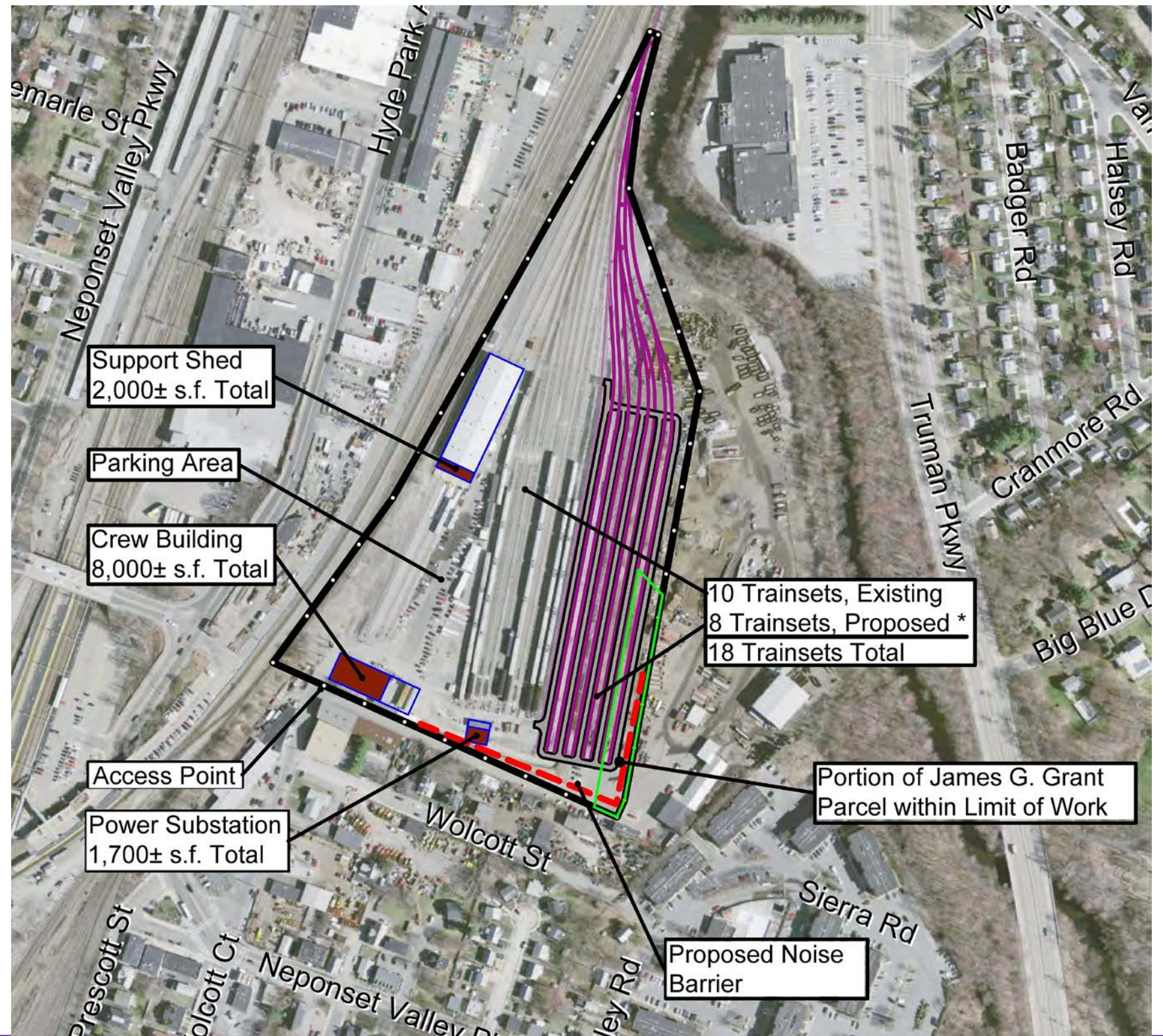
- Environmental review of this option is now included in the I-90 Allston Interchange project
- Use of this site is subject to ongoing discussions with the current landowner





# Potential Expanded Readville Yard 2

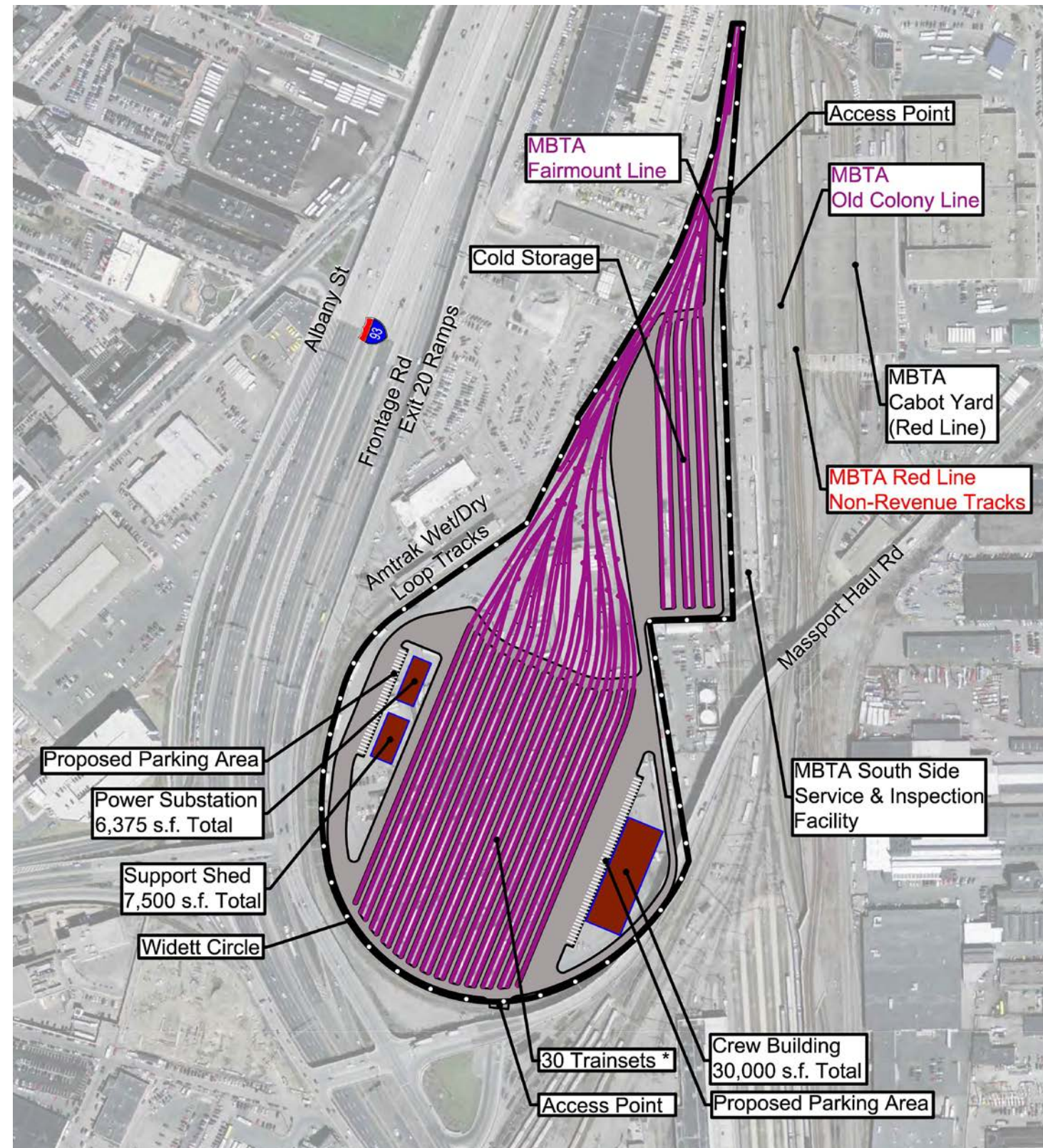
- 17.5 acre site, 8.8 miles to South Station
- Least desirable in terms of distance to downtown
- Any potential use of this site would be preceded by coordination with local elected officials and public process





# Potential Site: Widett Circle

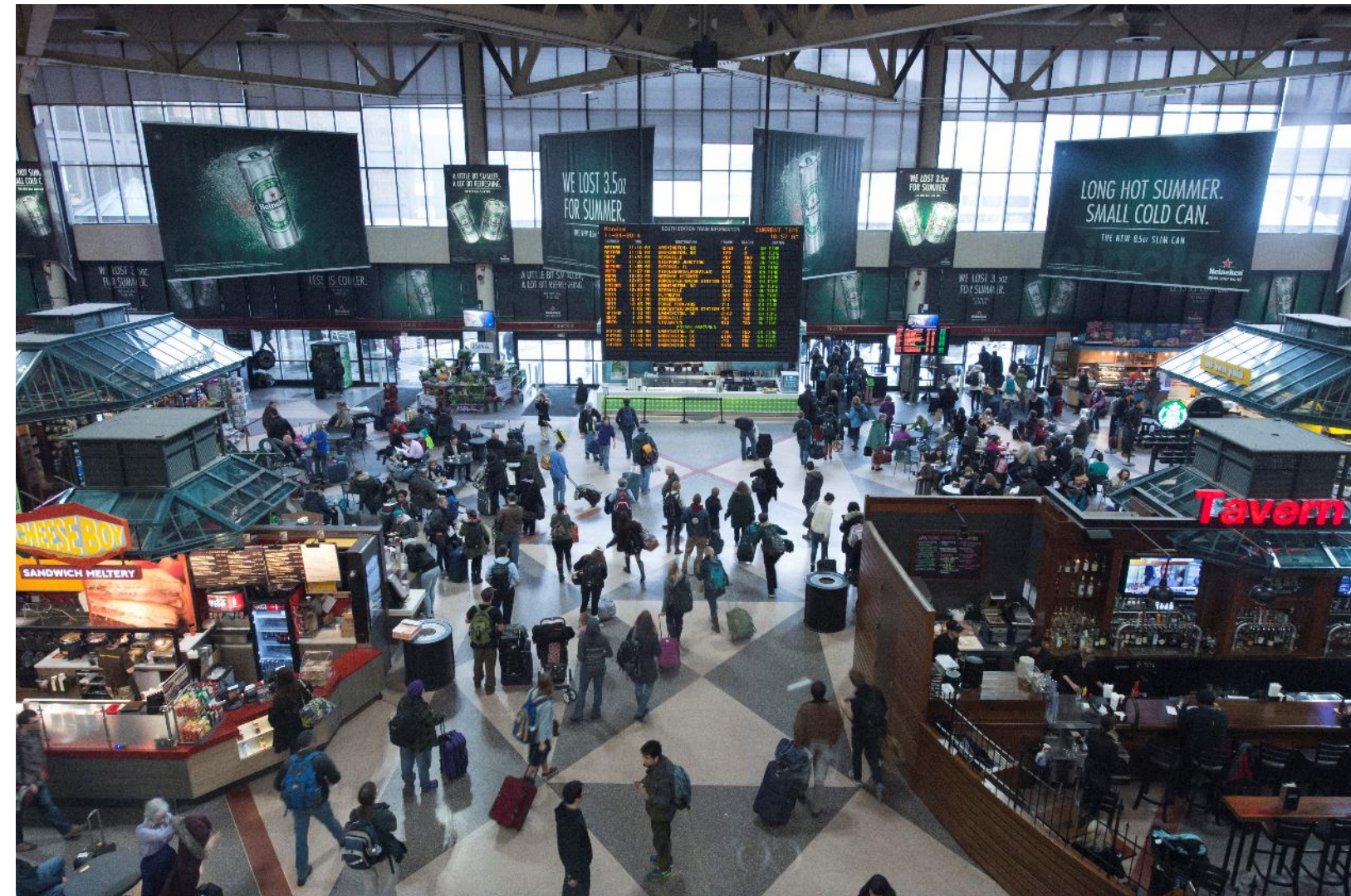
- 30 acre site, 1.1 miles to South Station
- Any potential future use at this location would be contingent on working with the City of Boston and the New Boston Food Market on a suitable relocation site
- Potential use for midday layover would be designed to accommodate the future inclusion of a deck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





# Next Steps

- **June 2016:** File the Final Environmental Impact Report with a preferred alternative
- **June-July 2016:** Conduct briefings and public meeting
- **2016:** Continue to work with City of Boston and USPS on relocation and reopening Dorchester Avenue for public use
- **2017:** Federal environmental filing
- **June 2017:** Complete 30% station design
- **Other:** Work with MassDOT Public-Private Partnership Commission on funding strategies





# Submit a Comment

Comments on the South Station Expansion project should be sent to:

***Project Contact:***

**Steve Woelfel**

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