

# North South Rail Link (NSRL) Feasibility Reassessment

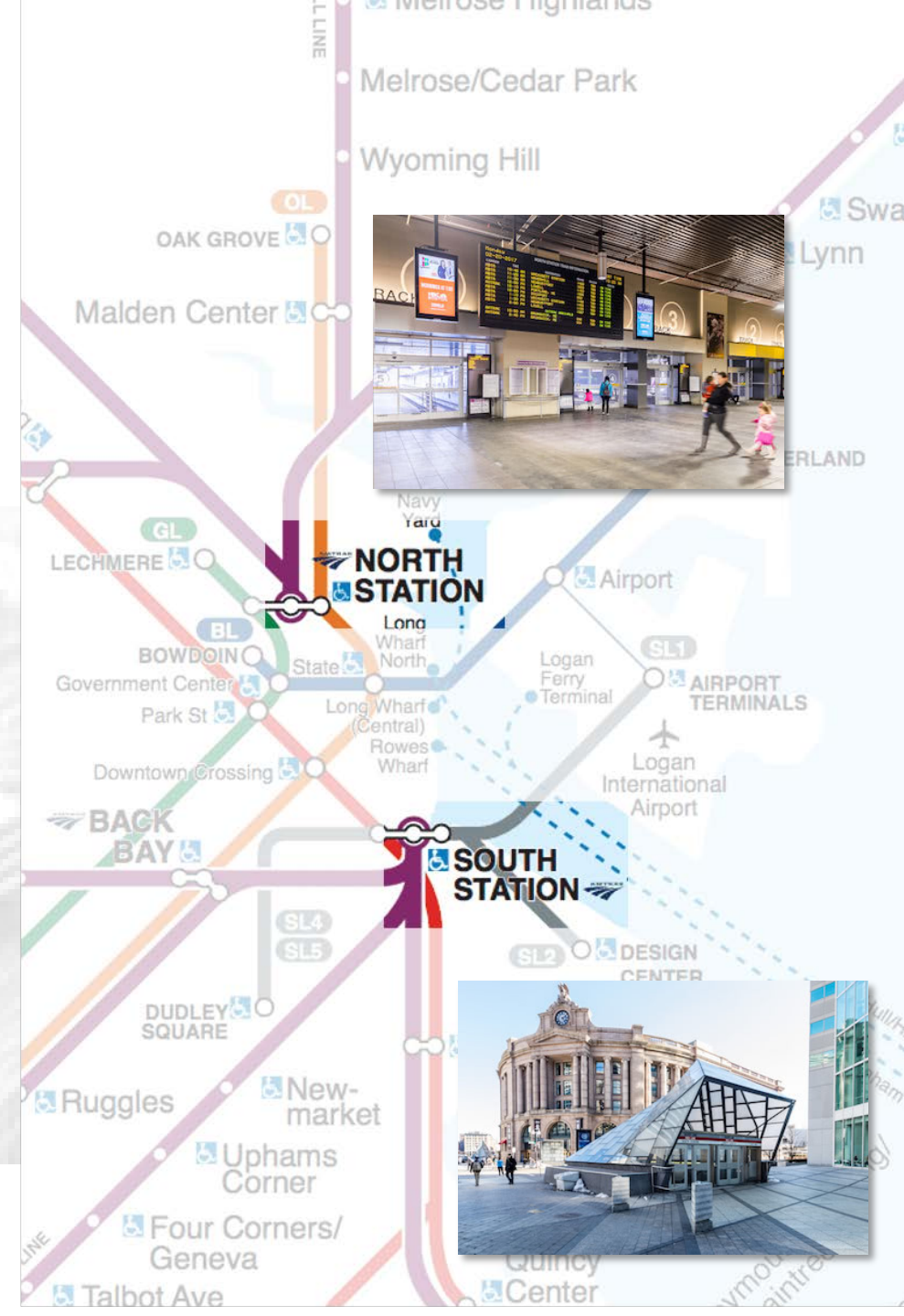
First Public Meeting - October 17, 2017



# Welcome!

**Purpose: Introduce the NSRL process to the public**

- Project history
- Project scope and timeline
- Study objectives
- Next steps





# Project History

*NSRL concept - extensive analysis over the years*

- 1893 – North Station is completed after consolidation of regional rail system
- 1900 – South Station is completed in similar consolidation
- 1912 – Mass Legislature, City of Boston, and Railroads contemplate a tunnel connection

*Central Artery era*

- 1993 – As part of the Central Artery Project the NSRL was studied as part of the Central Artery Rail Link Task Force
- 1995-2003 – Engineering and environmental study of NSRL leading to Draft Environmental Impact Report
- 2003 – NSRL project discontinued



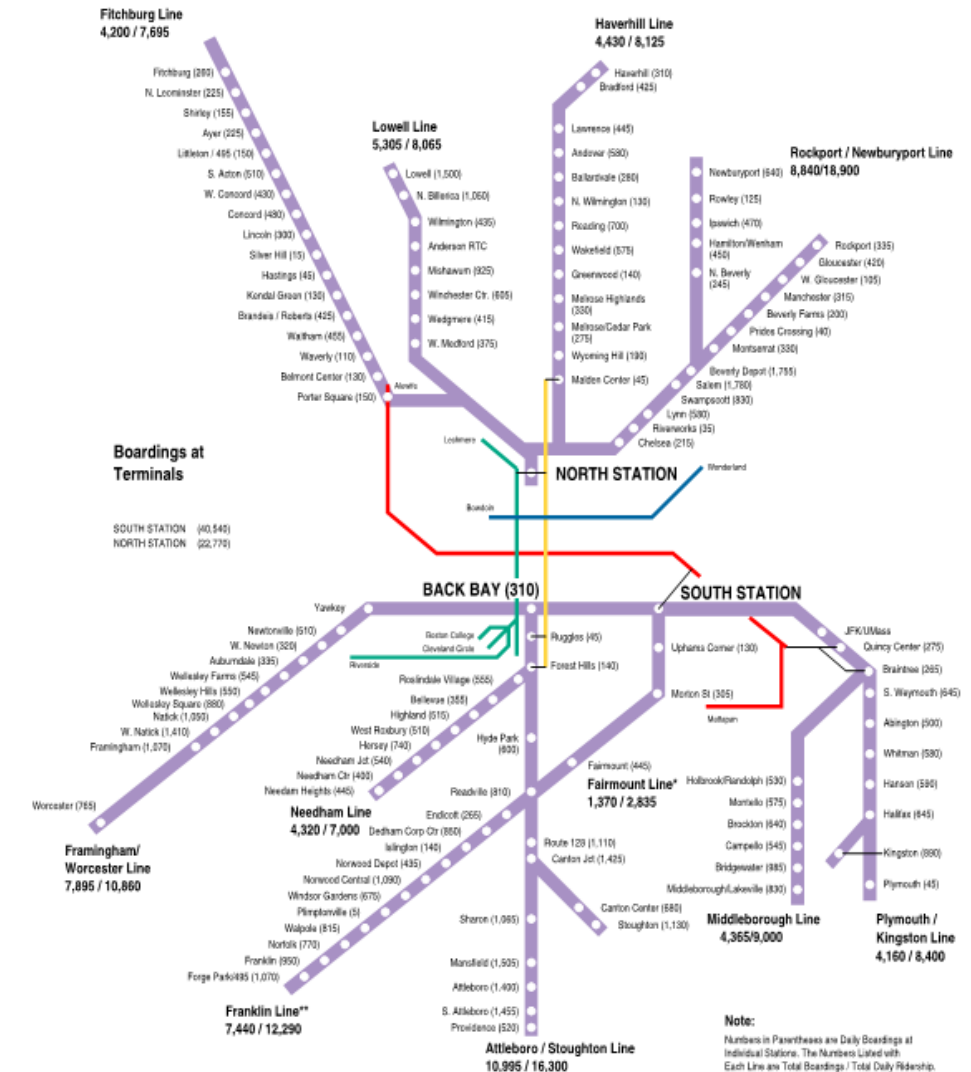
[www.goodoldboston.blogspot.com](http://www.goodoldboston.blogspot.com)- Atlantic Ave

# Project History (Continued)

## North-South Rail Link Feasibility Reassessment

2016-2018 – The Baker/Polito administration and Massachusetts Legislature authorize Feasibility Reassessment for the North South Rail Link Project

- Update prior work
- Gather information that recognizes today's context and trends
- Clarify technical and financial considerations
- Inform decision on whether or not to advance concept further



DEIR Study: Existing Service

# Project Summary

## 8-month Feasibility Reassessment: Project Scope

- Project Background
- Context Review
- Update Schematic Design Report
- Service Plan and Ridership Estimates
- Benefits Analysis
- Order of Magnitude Cost Analysis
- Identification of Preferred Alternative
- Final Report

# Project Objectives

The primary goals of the NSRL Feasibility Reassessment are:

**Identify significant changes to the context within which the NSRL would be implemented**

- Demographics
- New transportation technologies and trends
- Changes to the built environment

**Determine major elements of NSRL necessary to allow for cost/benefits analysis**

- Two versus 4 tracks
- Inclusion of a Central Station
- Location of the North Portal
- Other station and headhouse locations



East Side Access: 2 Track



# Project Objectives

(Continued)

## Identify a right of way envelope

- To inform future development in Boston, Cambridge, and beyond

## Develop an order of magnitude cost estimate

- Assuming initial use of dual-mode locomotives with later transition to electrification
- Informed by recent experience in rail tunnel construction (international & domestic)



East Side Access: TBM

# Project Objectives

(Further continued)

**Estimate the benefits of NSRL including:**

- Ridership growth, increased system capacity, operational efficiencies, air quality improvements, redevelopment opportunities



Lake Mead Intake No. 3: TBM



# Open House

## Open House station topics

- Previous recommended alignment
- Corridor development
- Peer projects and new tunneling sizes
- Service Alternatives to be considered (there are 9)
- Regional demographics and ridership (jobs and population)



East Side Access: 4 track

# Next Steps/Project Schedule

8-month Feasibility Reassessment: July 2017 – March 2018

	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018
Context Review									
SD Update									
Service & Ridership Est.									
Benefits Analysis									
Cost Analysis									
Preferred Alternative									
Final Report									
Public Meetings				* Oct 17			*		*

# Project Peer Review

NSRL project team collaborating with industry leaders from similar tunneling projects to consider best practices and lessons learned

Peer review meeting scheduled for Oct. 19



Second Ave (Top Left/Right), Melbourne Metro (Bottom Left), East Side Access (Bottom Right)



# Discussion

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<http://www.massdot.state.ma.us/planning/Main/CurrentStudies/NorthSouthRailLink.aspx>