

# SOUTH STATION

## EXPANSION

### *About the Project*

The purpose of the South Station Expansion project is to expand Boston South Station terminal capacity and related layover capacity to meet current and future high-speed, intercity, and commuter rail service needs. The expansion of South Station would enable much-needed growth in passenger rail along the Northeast Corridor (NEC) and within the Commonwealth of Massachusetts. The project would also facilitate improvements in corridor and regional mobility, passenger experience and comfort, economic development, and quality of life.

Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), and the National Railroad Passenger Corporation (Amtrak) have for decades identified the expansion of rail capacity at Boston South Station as a crucial transportation need, one that has been articulated in multiple local, regional, state, and NEC-wide planning documents. In cooperation with the Federal Railroad Administration (FRA), Amtrak, and the MBTA, MassDOT is now pursuing the expansion of South Station.



Photo: Andy Ryan

## MassDOT Files South Station Environmental Report

On October 31, 2014, MassDOT submitted a Draft Environmental Impact Report (DEIR) for the South Station Expansion Project to the Massachusetts Secretary of Energy and Environmental Affairs. The Massachusetts Environmental Policy Act (MEPA) outlines the process for public review of the DEIR. As part of this review, the DEIR was noticed in the Environmental Monitor, initiating an extended public review period of 49 days. The Secretary is expected to issue a MEPA Certificate by December 31, 2014.

*Expanding South Station will improve passenger circulation.*



## Looking at the DEIR

The DEIR is the product of an 18 month planning and environmental review process. It responds to specific issues identified in the Secretary's Certificate on the Environmental Notification Form (ENF), which was issued in April 2013, after a public hearing and comment period.

The DEIR does not outline a Preferred Alternative for the project. The DEIR includes:

- Information on project components and alternatives, including potential layover facilities.
- A summary of the potential environmental benefits and impacts of the project, as well as proposed mitigation.
- A summary of public involvement and agency coordination.
- Comment letters submitted on the ENF, with responses to all applicable comments.

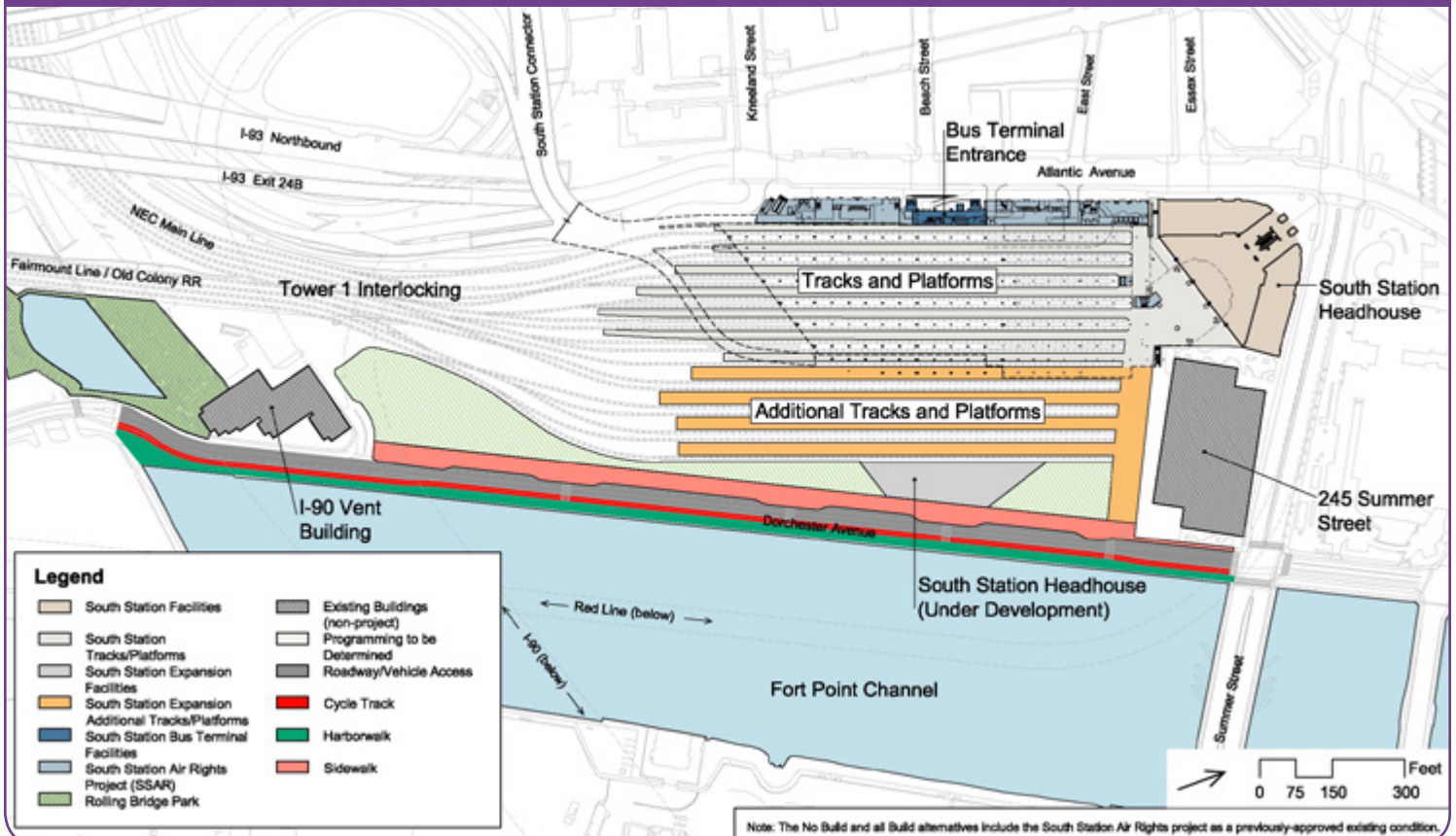
The DEIR outlines the existing conditions at South Station today, as well as the conditions at South Station if no improvements were made in the future (No Build Alternative). The DEIR also analyzes three Build Alternatives, which differ primarily by the degree to which they can or can't accommodate private development:

- **Alt. 1 - Transportation Improvements Only:** Many capacity improvements, including 7 new tracks, 4 new platforms, and reconfiguring existing tracks, platforms, Tower 1, and interlockings.
- **Alt. 2 - Joint/Private Development Minimum Build:** All of the transportation improvements provided in Alt. 1, as well as provisions for future private development that comply with existing state and local regulations.
- **Alt. 3 - Joint/Private Development Maximum Build:** All of the transportation improvements provided in Alt. 1. As opposed to Alt. 2, it is not limited to existing building height and setback requirements (except for FAA height limit).

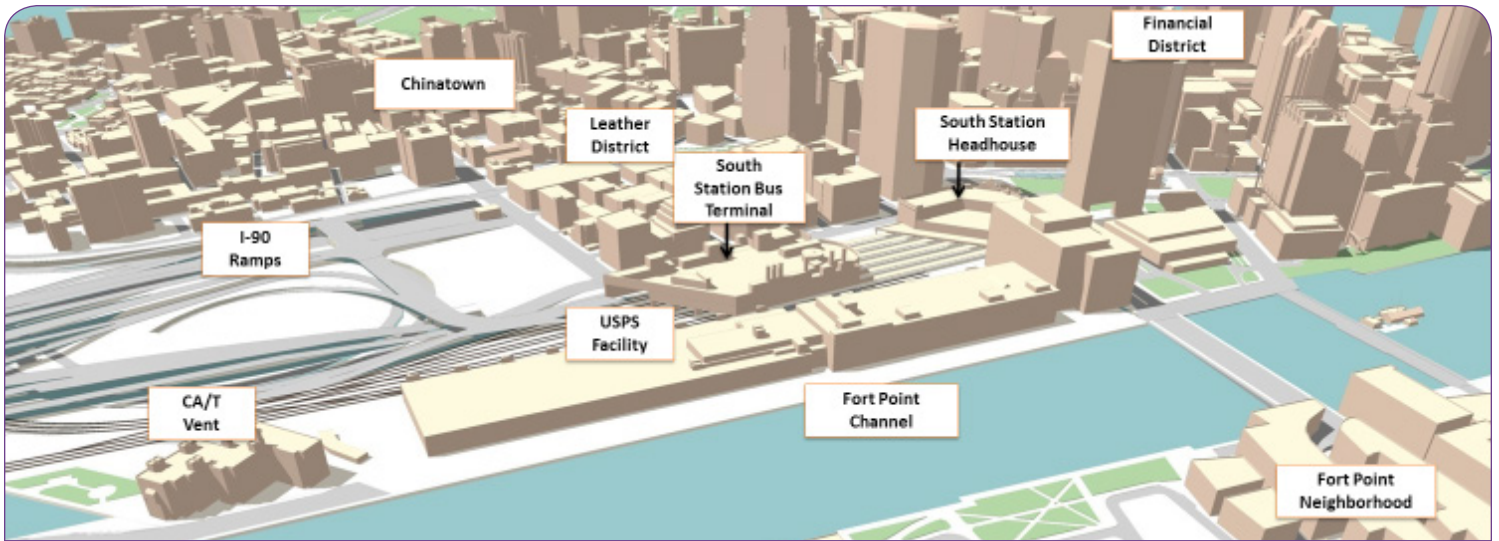
In addition, the DEIR evaluates three potential layover facility sites, located at Widett Circle, Beacon Park Yard, and Readville-Yard 2. Using Beacon Park Yard as a preferred location to the west will provide a more balanced mix of layover sites west and south of South Station. MassDOT is continuing to evaluate the Widett and Readville alternative sites to provide a layover facility south of South Station.

MassDOT is simultaneously performing an environmental review of the I-90 Allston Interchange Project, which includes the Beacon Park Yard rail

Plan view of Alternative 1 - Transportation Improvements Only.







The South Station study area and surrounding neighborhoods.

site and I-90 (the Massachusetts Turnpike). The Interchange project is examining how to best realign the transportation assets in this area while also addressing significant structural needs; highway operational changes (the arrival of All-Electronic Tolling); the construction of a commuter rail station; and the introduction of significant off-road multimodal connections throughout the area. MassDOT has determined that it is appropriate to consider these potential transportation changes under a single environmental review process. Therefore, MassDOT plans to review the Beacon Park Yard site as a layover facility and future commuter rail station as part of the I-90 Allston Interchange Project's environmental review.

The box on page 4 describes the public review process and how to comment on the DEIR. MassDOT welcomes your ideas and comments on planning for the future of South Station.

### What's Next?

After the Secretary issues a Certificate on the South Station DEIR, MassDOT will continue to advance the design and work toward a Final Environmental Impact Report (FEIR). In addition, MassDOT will also be preparing an Environmental Assessment (EA) under the federal National Environmental Policy Act (NEPA). Both documents will include a public review process.

### Future Ridership

By the year 2035, daily ridership at South Station is expected to increase by up to 60%.



## Did you know?

*On an average weekday, South Station hosts a population larger than the city of Cambridge!*

South Station handles approximately 112,800 riders boarding and alighting Amtrak, MBTA Commuter Rail, MBTA Red Line, and MBTA Silver Line services within the station each day. Daily Amtrak and MBTA Commuter Rail ridership alone totals approximately 46,000. In 1969, there were just 5,500 daily commuter rail passenger boardings at South Station; today, there are approximately 21,800. Amtrak has seen a 2.7% average annual growth rate across the Northeast Corridor over the past 15 years.

*South Station is second only to Logan Airport in passenger volume in New England.*



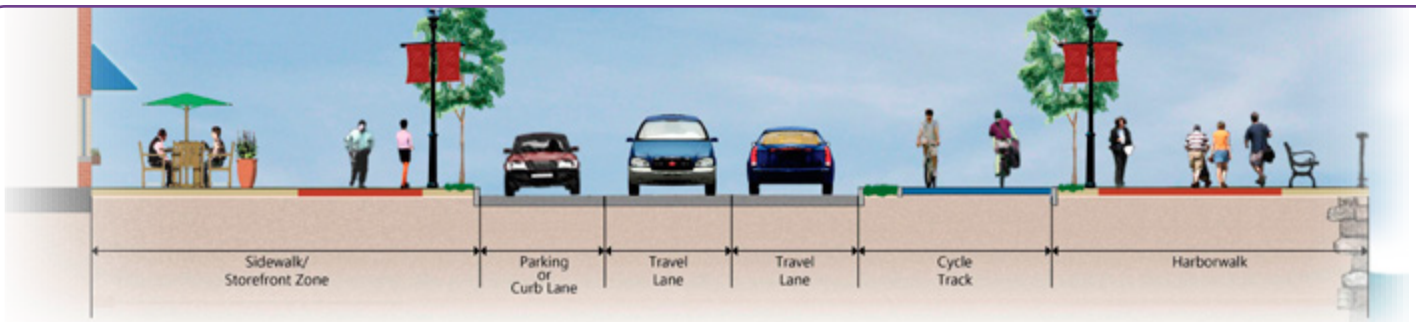
*In 1969, there were just 5,500 daily commuter rail passenger boardings at South Station; today, there are approximately 21,800.*

MBTA's existing layover facilities have the capacity to store only

**22 of the 28**

trainset spaces currently needed.





*A cross-section of the proposed Dorchester Avenue and Harborwalk.*

## The NEW South Station

MassDOT would expand South Station by adding seven tracks and four new platforms for a total of 20 tracks and 11 platforms. Several existing tracks and platforms would also be reconfigured. Platform lengths would be designed to meet Amtrak's and the MBTA's future berthing requirements. Tower 1 Interlocking and other approach interlockings would be reconfigured to reduce conflicts and improve efficiencies (interlockings are interconnected signals that control train movements). The existing South Station headhouse of 210,000 square feet (sf) would be expanded by about 400,000 sf to include larger passenger circulation and waiting areas, as well as amenities, such as retail and food outlets. A new headhouse with a major station entrance is proposed along Dorchester Avenue.

The project consists of five primary elements:

- Expanding South Station to accommodate additional platforms, tracks, a new expanded headhouse, and passenger amenities.
- Acquiring and demolishing the United States Postal Service (USPS) facility.
- Constructing rail layover facilities.
- Reopening Dorchester Avenue and extending the Harborwalk.
- Providing opportunities for future development adjacent to or above South Station.

South Station opened to the public on New Year's Day, 1899. Ridership has varied from its peak during World War II, when South Station handled 125,000 passengers each day, to much lower levels in the 1970s, when the building fell into disrepair. The station has been altered over time, as rail service and ownership changed. And ridership is rising once again. MassDOT's expansion proposal will ensure that the station continues to support efficient and attractive intercity passenger rail service for the northeastern United States, while also improving regional commuter, public transit, and bus services.

### *How to Review and Comment on the DEIR*

You can download a copy of the DEIR at the project website: [mass.gov/massdot/southstationexpansion](http://mass.gov/massdot/southstationexpansion)

Print copies of the DEIR are available for review at Boston Public Library branches (Main Branch, South Boston, Allston, and Hyde Park) and the State House Library.

To request a copy of the DEIR (print or CD), please contact Matthew Ciborowski, MassDOT Project Manager, at [matthew.ciborowski@state.ma.us](mailto:matthew.ciborowski@state.ma.us) or at 857-368-8845.

MEPA is also sponsoring a public meeting on the DEIR on November 18, 2014 in Boston. Visit the project website for meeting details.

**Written comments on the DEIR must refer to EEA #15028 and they should be sent to:**

Secretary Maeve Vallely Bartlett, Executive Office of Energy and Environmental Affairs

Mail: MEPA Office,  
Attn.: Holly Johnson, EEA # 15028  
100 Cambridge St., Suite 900  
Boston, MA 02114

Fax: 617-626-1181

Email: [Holly.S.Johnson@state.ma.us](mailto:Holly.S.Johnson@state.ma.us)

**Comment letters on the DEIR must be received by the MEPA office no later than December 24, 2014.**

### *Get Involved*

MassDOT provides a variety of opportunities to meet with the project team, learn about the South Station Expansion project, and share your ideas and opinions about planning for the future of South Station. Ways to participate include:

- Learn about different aspects of the project through MassDOT's blog at [blog.mass.gov/transportation/category/south-station-expansion](http://blog.mass.gov/transportation/category/south-station-expansion).
- Visit the project website to learn more about the project, sign up for email updates, or to request a community briefing: [mass.gov/massdot/southstationexpansion](http://mass.gov/massdot/southstationexpansion).
- Contact MassDOT Project Manager Matthew Ciborowski via email or mail: [matthew.ciborowski@state.ma.us](mailto:matthew.ciborowski@state.ma.us), or Matthew Ciborowski, South Station Project Manager, MassDOT, 10 Park Plaza, Room 4150, Boston, MA 02116.

*We welcome your participation and invite you to be part of this exciting project!*