



www.mass.gov/southcoastrail



South Coast Rail Phase 1 Service

*Public Meeting - 3/19/2018
Draft Supplemental Environmental
Impact Report (DSEIR)*

Meeting Guidelines

- Please turn off devices
- Meeting logistics: Presentation first, please hold questions
- Questions and comments
 - ALL speakers will be limited to 2 minutes
 - One speaker at a time
 - At the outset, alternating elected officials and members of the public
 - Please stay on point and be respectful
- How to provide written comments to be on the record



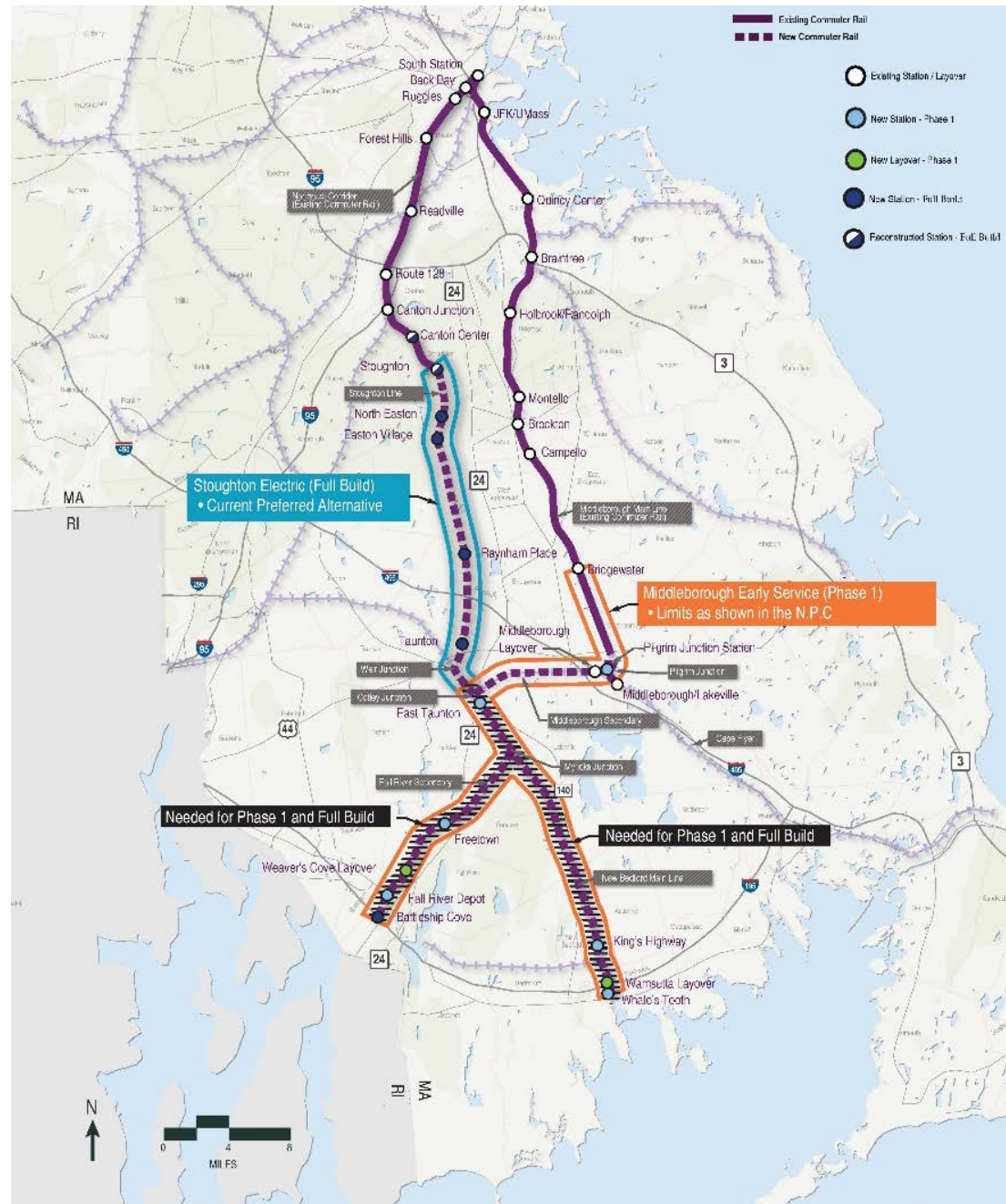
Presentation Overview

- Phasing South Coast Rail
- Projected Costs
- Schedule and Trip Times
- Projected Ridership
- Environmental Summary
- Next Steps

The Commonwealth of Massachusetts is committed to moving forward with the SCR Project and providing commuter rail service for the South Coast region as soon as possible.

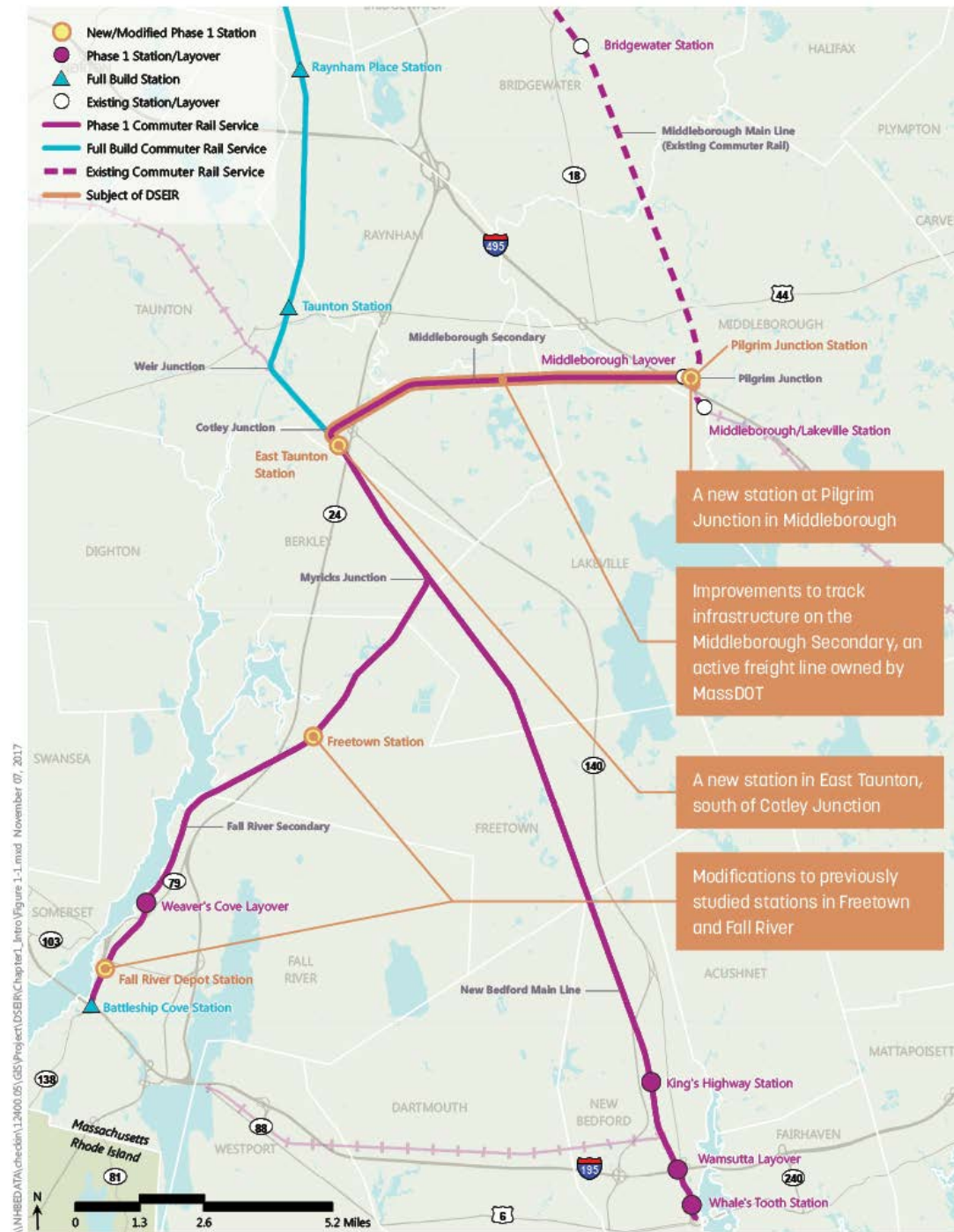


- Phase 1 - 2022
- Full Build 2030
(at the earliest)



Why Is MassDOT Proposing to Build Phase 1 Now?

- Provides commuter rail to the region by 2022
- One-seat ride from New Bedford and Fall River to Boston
- Cost of the Stoughton Full Build has increased to \$3.2B while design and construction timeline lengthened
- Environmental permitting is less complex - *No wetland variances required for Phase 1*



What Elements Are Included in Phase 1?

- Extends existing Middleborough/Lakeville service using diesel-powered trains to New Bedford and Fall River
- Reconstructs 17.3 miles of New Bedford Main Line and 11.7 miles of Fall River Secondary (common to both Phase 1 and Full Build)
- Upgrades existing Middleborough Secondary track from Pilgrim Junction to Cotley Junction (7.1 miles)
- Constructs 2 new layover facilities
- Constructs 6 new stations

Elements of Phase 1

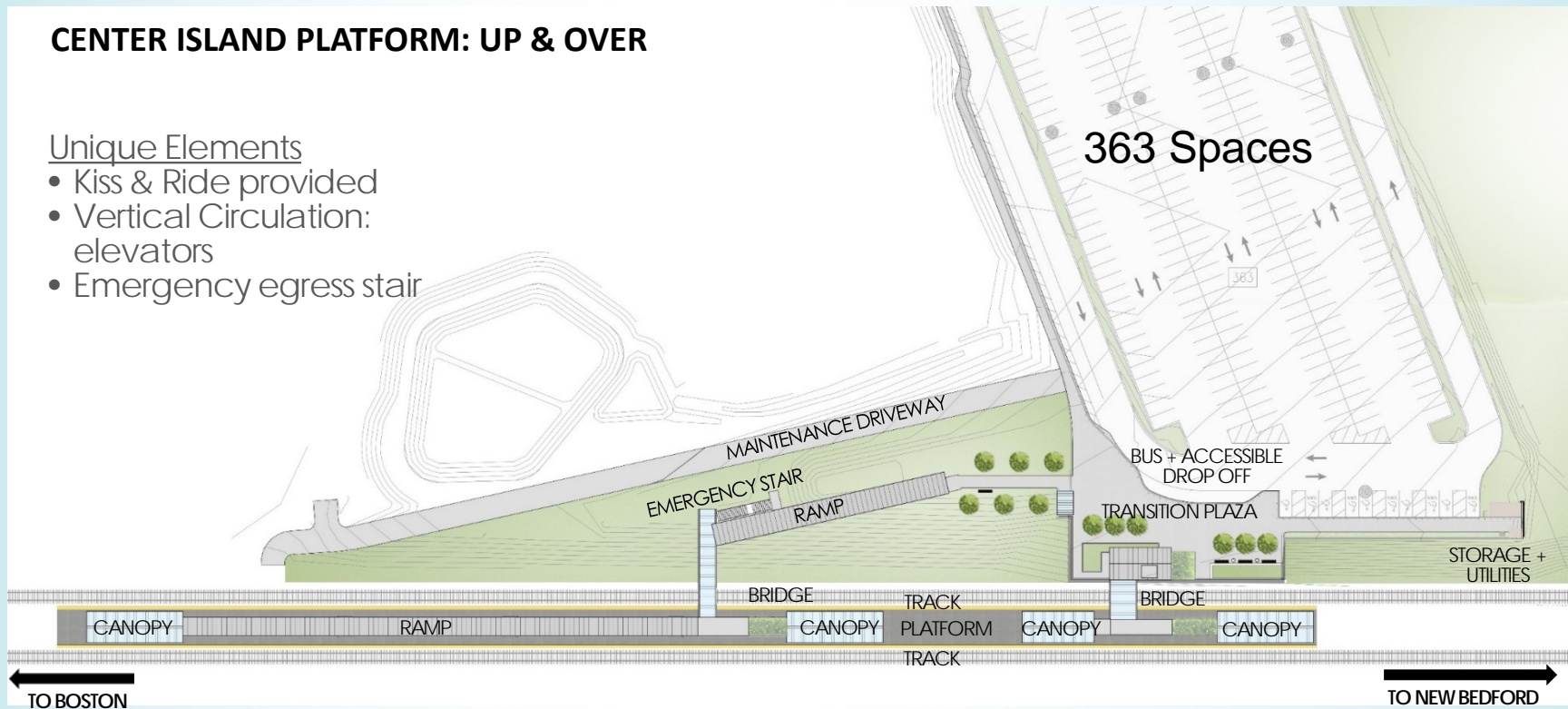


East Taunton Station

CENTER ISLAND PLATFORM: UP & OVER

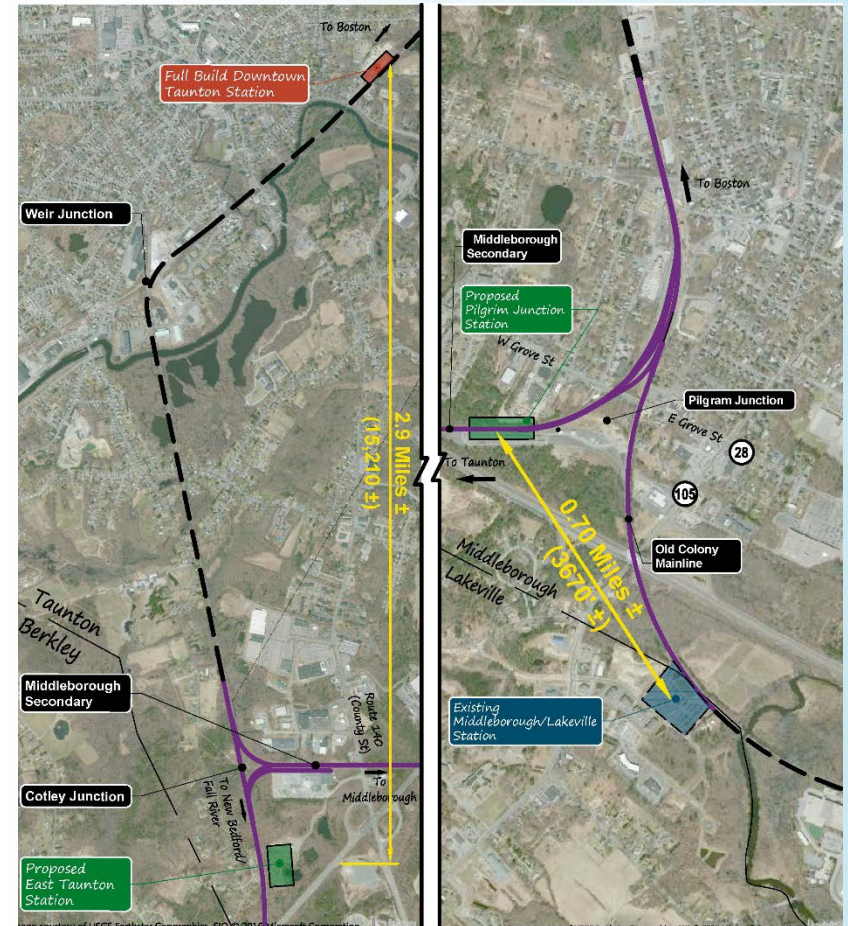
Unique Elements

- Kiss & Ride provided
- Vertical Circulation: elevators
- Emergency egress stair



Station Distance Comparison

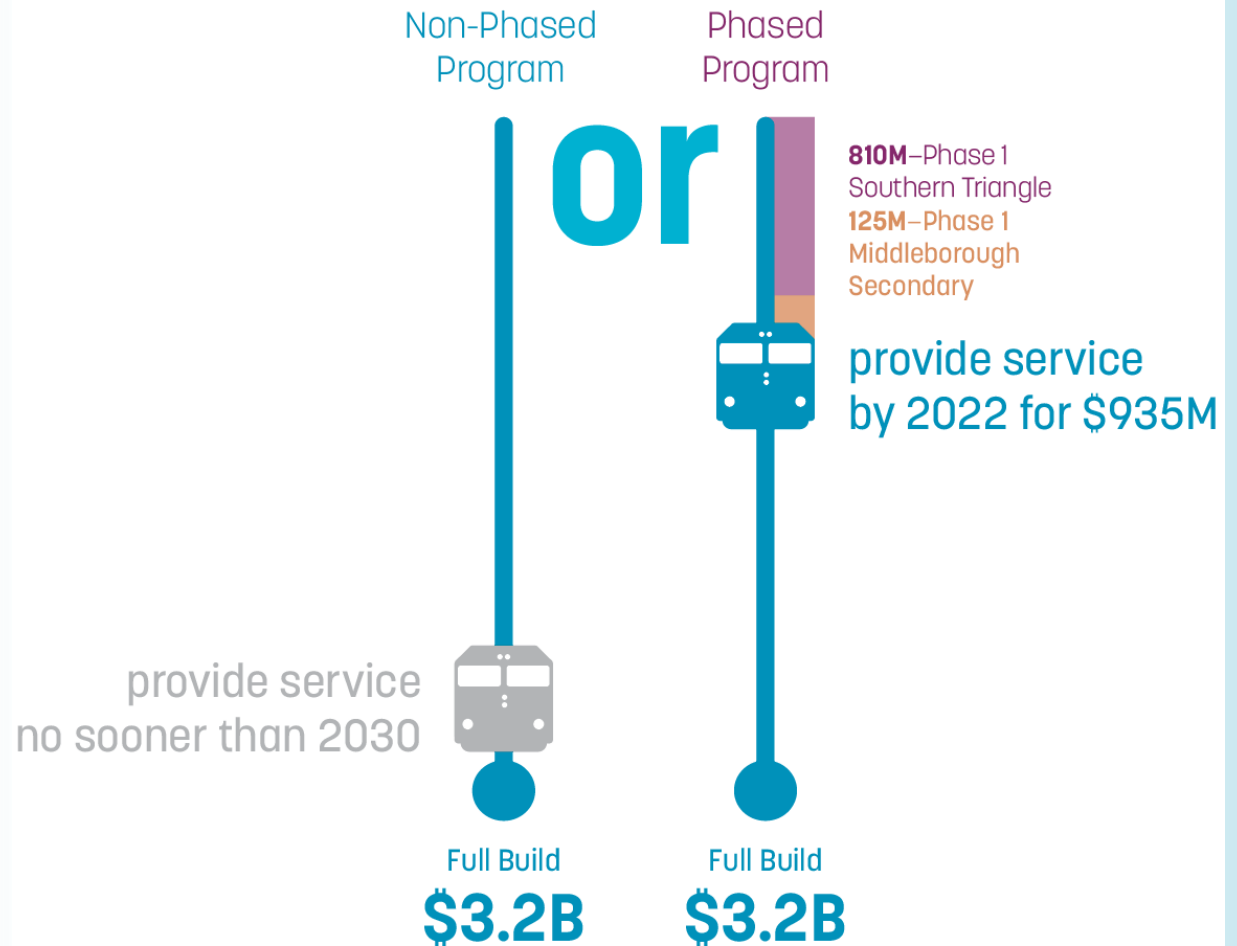
- Proposed East Taunton Station to Full Build Downtown Taunton Station – 2.9 miles
- Proposed Pilgrim Jct. Station to Middleborough/Lakeville Station – 0.7 miles



How Will Phasing the Project Affect Cost?

*Cost is the same
for earlier service
start*

Figure ES-2—(approximate) Non-phased and Phased Program Cost



Cost Comparisons and Sources

- Green Line Extension: Total cost of \$2.28 billion; \$996M from Federal Transit Administration Full Funding Grant Agreement. Cambridge and Somerville are contributing \$75 million (The FFGA funds are no longer available to the state)
- Greenbush Line: Total cost of \$553 million, opened in 2007, state funding
- South Coast Rail: Phase 1 est. cost of \$935m; Full Build, est. cost of \$3.2 billion, state funding; federal Tiger Grant funding of \$20 million for 3 bridges

How Was the Phase 1 Route Selected?

MassDOT screened seven service alternatives based on the following factors:

- One seat ride to Boston
- Minimal environmental impacts
- Efficient train operations
- Passenger service by 2022
- Allow potential future expansion of Cape Service

The selected alternative provides the shortest travel time and distance of all alternatives studied

Proposed Weekday Service under Phase 1

| | DAILY INBOUND | DAILY OUTBOUND | TOTAL | PEAK PERIOD |
|----------------------------|------------------|-------------------|-----------|--|
| New Bedford | 7 | 7 | 14 | 3 Morning Peak Trains 3 Evening Peak Trains |
| Fall River & Freetown | 6 | 6 | 12 | 3 Morning Peak Trains 3 Evening Peak Trains |
| Taunton & Middleborough | 13 | 13 | 26 | 6 Morning Peak Trains 6 Evening Peak Trains |
| TOTAL | 13 | 13 | 26 | 6 Morning Peak Trains 6 Evening Peak Trains |

Ridership for Phase 1

- Daily one-way trips – 3,220
- One-way trips per year – 837,200
- Ridership at new stations in Phase 1 will be 41% of Full Build ridership for 1/3 the cost.
- Reduction in Vehicle Miles Traveled 66,400 – that's 2.67 times around the earth each day
- One-way trips before Full Build completed – about 7 million

Phase 1 Travel Time Savings*

To/From South Station:

Taunton: 62 minutes

Fall River: 51 minutes

New Bedford: 63 minutes

* as compared to vehicular travel



each day

What's included in the DSEIR?

The DSEIR Analyzes the anticipated environmental effects associated with the changes proposed for Phase 1:

Land Alteration
Traffic
Climate Change
Endangered Species
Hazardous Materials
Historic and Archeological Resources

Environmental Justice
Air Quality
Wetlands/Waterways
Noise / Vibration
Smart Growth
Cultural Resources

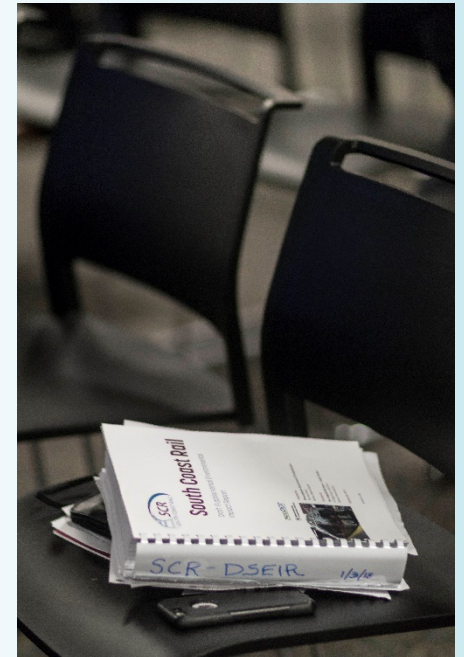
Benefits of Phase 1

- Provides service for the South Coast in 2022 while MassDOT advances Stoughton Electric
- Catalyzes air quality, economic and smart growth benefits much sooner as detailed in comprehensive DSEIR
- Uses active rail lines owned by MassDOT
- Avoids major wetlands impacts (no variances required)
- Provides a foundation for Stoughton Electric Service and service while Full Build complexities are addressed



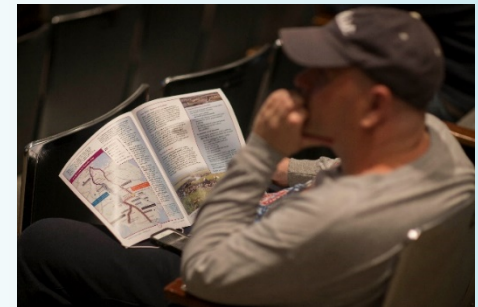
What are the next steps?

- Complete the MEPA process
- Written comment period expires March 23
- Complete the state and federal permitting process
- Continue early construction as needed
- Finalize the designs, including any mitigation identified during permitting
- Bid the project and construct between 2019 and 2022



Where can I get the document?

- Download the document:
www.mass.gov/southcoastrail
- Wide distribution of DSEIR to local libraries
- Executive Summary, in English, Portuguese, and Spanish, is available on the website
- Web based document is accessible for visually impaired



How to Comment on the DSEIR

- Send a letter, postcard or email to the Secretary of EOEEA (see the handout or fact sheet for information) or fill out a comment sheet at the meeting
- Include copy to Jean Fox at MassDOT (Jean.Fox@state.ma.us)
- Submit your written comment by **March 23, 2018**



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