

# 1. Responses to Comments

---

This chapter includes the Certificate of the Secretary of Energy and Environmental Affairs on the South Coast Rail Phase I Draft Supplemental Environmental Impact Report (DSEIR) and each annotated comment letter received by the Secretary. Responses to each comment are presented in a tabular format.

## 1.1 Requirements of Certificate

The Secretary's Certificate included the following requirements:

- The FSEIR should contain a copy of this Certificate and a copy of each comment letter received.
- In order to ensure that the issues raised by commenters are addressed, the FSEIR should include direct responses to comments to the extent that they are within MEPA jurisdiction.



This Page Intentionally Left Blank.





## Secretary's Certificate

---



## Final Supplemental Environmental Impact Report

---

This Page Intentionally Left Blank.



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
 100 Cambridge Street, Suite 900  
 Boston, MA 02114

Charles D. Baker  
GOVERNOR

Karyn E. Polito  
LIEUTENANT GOVERNOR

Matthew A. Beaton  
SECRETARY

Tel: (617) 626-1000  
 Fax: (617) 626-1181  
<http://www.mass.gov/envir>

March 30, 2018

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
 ON THE  
 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : South Coast Rail – Phase 1 Service  
 PROJECT MUNICIPALITY : South Coast Region  
 PROJECT WATERSHED : Buzzards Bay, Taunton River, Mount Hope Bay  
 EEA NUMBER : 14346  
 PROJECT PROPONENT : Massachusetts Department of Transportation (MassDOT)  
 DATE NOTICED IN MONITOR : February 7, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62I) and Section 11.08 of the MEPA regulations (301 CMR 11.00), I have reviewed the Draft Supplemental Environmental Impact Report (DSEIR) and hereby determine that it **adequately and properly complies** with MEPA and its implementing regulations. MassDOT must provide Responses to Comments on the DSEIR and provide draft Section 61 Findings. Notice will be published in the next Environmental Monitor that the responses and findings shall be filed, circulated, and reviewed as a Final Supplemental Environmental Impact Report (FSEIR) pursuant to 301 CMR 11.08(b)(2)(b).

A Certificate on the Final Environmental Impact Report (FEIR) for the South Coast Rail (SCR) was issued on November 11, 2013. It indicated that the FEIR adequately and properly complied with MEPA and its implementing regulations and that the project could proceed to permitting. The Massachusetts Department of Transportation (MassDOT) filed a Notice of Project Change (NPC) to address potential environmental impacts associated with a proposal to provide interim rail service from Fall River and New Bedford (Phase 1) prior to construction of the South Coast Rail project (Full Build). The NPC described the interim service and identified associated changes and potential environmental impacts. The Phase 1 project is proposed to meet existing and future demand for public transportation

EEA# 14346

DSEIR Certificate

March 30, 2018

between Fall River/New Bedford and Boston and to enhance regional mobility while MassDOT continues to design and advance the Full Build project.

According to the DSEIR and the NPC, a review of construction costs for the Full Build project (in 2016) estimated that it would cost \$3.3 billion and identified an in service date of 2028. MassDOT proposed to phase construction of the Full Build project to provide service to the South Coast Region much sooner than would be possible if it were constructed at one time. MassDOT estimates that Phase 1 will cost approximately \$935 million and service is projected to start in 2022.

Phase 1 consists of the construction and operation of commuter rail service from Fall River and New Bedford to the Middleborough/Lakeville Main Line via Cotle Junction in Taunton and the Middleborough Secondary Line. Phase 1 will provide service using the Middleborough/Lakeville Main Line from South Station in Boston to Pilgrim Junction in Middleborough, where the rail intersects the Middleborough Secondary at the existing Middleborough Layover facility. The Middleborough Secondary Line, an active freight line, will be reconstructed and expanded.

The section of the project from the New Bedford Main Line and the Fall River Secondary Line extending to Cotle Junction is referred to as the Southern Triangle. The Southern Triangle is common to Phase 1 and the Full Build and underwent MEPA review as part of the South Coast Rail project. The Southern Triangle includes the two terminal stations proposed for Phase 1 - Whale's Tooth Station in New Bedford and Fall River Depot Station in Fall River.

Phase 1 will include the following improvements along the Middleborough Secondary: reconstruction of existing single track from Pilgrim Junction to Cotle Junction (approximately 7.1 miles) including limited new double track construction, culvert replacements and retaining wall construction;<sup>1</sup> new signal/communications systems; positive train control (PTC); and upgrades to five grade crossings.

Phase 1 will include three peak-period trains from and to each terminal station. Phase 1 will include construction of the two terminal stations, King's Highway Station in New Bedford, Freetown Station in Freetown, a new station in East Taunton<sup>2</sup>, and a new station in Middleborough. The Freetown and Fall River Depot stations will require modifications. The existing Lakeville Station may be retained by providing a shuttle bus to the new Middleborough station or closed. Because the stations proposed for the Full Build project in Taunton are north of Cotle Junction they are not included in Phase 1.

The DSEIR notes that Phase 1 will provide independent utility because the capital construction elements will provide improved and faster service along a critical freight corridor and, upon Full Build, it will provide redundancy and resiliency for service disruptions.

<sup>1</sup> Upgrades will be coordinated with current MassDOT State of Good Repair program along this alignment.

<sup>2</sup> The Taunton Depot Station proposed in the FEIS/R will be relocated to the new East Taunton site.

### Original Project Description and Procedural History

The South Coast Rail project consists of the development of a public rail system to connect the cities of Fall River and New Bedford to Boston and enhance regional mobility, while supporting smart growth planning and development strategies in affected communities. Fall River and New Bedford are historically underserved areas with respect to public transportation options. The South Coast Rail is a priority transportation initiative and a component of MassDOT's efforts to increase transit access throughout the Commonwealth.

The South Coast Rail will provide commuter service to South Station using the Northeast Corridor, Stoughton Line, New Bedford Main Line, and Fall River Secondary Line. The New Bedford to Boston route is 54.9 miles long and the Fall River to Boston route is 52.4 miles long. Travel time during peak periods on the New Bedford line and the Fall River line are estimated at 77 minutes and 75 minutes, respectively. The project requires upgrades to track infrastructure along the existing Stoughton line including reconstruction of tracks from Canton Junction to Stoughton, construction of new tracks from Stoughton to Winter Street in Taunton, for a distance of 15 miles, on an abandoned right-of-way (ROW) which crosses through the Hockomock Swamp and the Pine Swamp. Reconstruction of tracks is also proposed from Winter Street in Taunton to Weir Junction, a distance of 1.7 miles. The project requires reconstruction of tracks in the Southern Triangle. Infrastructure improvements associated with the project include constructing, reconstructing, or widening 45 bridges, and constructing or reconstructing 46 at-grade railroad crossings.

The project includes ten new rail stations: North Easton, Easton Village, Raynham Park, Taunton, Taunton Depot, King's Highway, Whale's Tooth, Freetown, Fall River Depot, and Battleship Cove. New stations will include high-level platforms (four feet above track), canopies, commuter parking, a drop-off area for buses, and areas for kiss and ride. Platforms will be designed to handle a nine-car train set (approximately 800 feet long). The station designs include bike storage areas and pedestrian connections to neighboring streets.

The project includes two overnight layover facilities, one on the New Bedford Main Line (Wamsutta site) and one on the Fall River Secondary (Weaver's Cove East site). Independent of the South Coast Rail project, MassDOT is proposing an expansion of South Station (SSX) as well as mid-day layover facilities in Boston to address existing and future Massachusetts Bay Transit Authority (MBTA) and Amtrak capacity needs.<sup>3</sup> SSX will support infrastructure requirements associated with this project.

Numerous alternatives were introduced in the Environmental Notification Form (ENF) and reduced to eight alternatives for evaluation in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R). The DEIS/R presented electric and diesel options for three rail routes; Attleboro, Stoughton, and Whittenton (a variant of the Stoughton route), as well as a Rapid Bus route, and a No-Build/Enhanced Bus scenario. The Certificate on the DEIS/R indicated that MassDOT had adequately supported the advancement of the Stoughton Electric Alternative as the Preferred Alternative in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/R).

<sup>3</sup> The layover facility was most recently addressed in the South Station Expansion Project (EEA #15028).

The Scope for the FEIS/R outlined the outstanding issues that were required to be addressed, including the development of specific and detailed mitigation plans.

For the purpose of the FEIS, the U.S. Army Corps of Engineers (ACOE) continued to analyze alternatives as part of the National Environmental Policy Act (NEPA) process, including the Whittenton Alternative. Because a joint Federal/State review document was filed, the FEIS/R included additional analysis of the Whittenton Alternative. Upon review of the FEIS/R, ACOE determined that the Stoughton Alternative was the Least Environmentally Damaging Practicable Alternative (LEDPA).

The FEIS/R evaluated the relative benefits and impacts of this large-scale transportation infrastructure project. Amongst the project's benefits are improved access to transit and the corresponding traffic, safety, air quality, and GHG reduction benefits associated with increased use of public transit. The project also has significant potential to facilitate sustainable land use and development patterns and will service Environmental Justice communities. The proposed route does however involve substantial environmental impacts. The FEIS/R refined impact estimates associated with alteration of wetlands and elimination or fragmentation of habitat (including rare species habitat and loss of biodiversity). It identified impacts to the Hockomock Swamp Area of Critical Environmental Concern (ACEC), which is one of the largest unfragmented wetland systems in the state, and the Pine Swamp conservation area in Raynham. The Certificate on the FEIS/R emphasized that the benefits and impacts of the South Coast Rail project are significant and acknowledged that any project of this scope and scale will bear environmental impacts.

The Certificate on the FEIS/R was issued on November 1, 2013 and indicated that the FEIS/R adequately and properly complied with MEPA and its implementing regulations and that the project could proceed to State permitting. Because the project, and associated wetland mitigation was presented at a conceptual design level in the FEIS/R, the Certificate on the FEIS/R included a requirement that MassDOT continue to consult with the Interagency Coordinating Group (ICG) wetlands subgroup on the development of mitigation for impacts to wetlands and rare species. It also required that the plan be published through the MEPA Office for public review and comment to provide an opportunity to gather additional input from State Agencies, advocacy organizations, municipalities and the public on the mitigation plan.

### Interagency and Community Involvement

As noted previously, the project underwent joint environmental review. Throughout project development, MassDOT has conducted an extensive stakeholder involvement process that included the ICG and a broad civic engagement process. MassDOT held a number of public meetings prior to filing the NPC regarding potential phasing of the project and during review of the DSEIR.

These efforts are complemented by the South Coast Rail Economic Development and Land Use Corridor Plan (Corridor Plan) which has been developed in conjunction with 31 Corridor communities and three regional planning agencies (RPAs). The Corridor Plan identifies sustainable development principles to manage both the projected growth in the region under business as usual conditions and the induced growth associated with the project. MassDOT, other State Agencies, the RPAs, and municipalities have made significant progress in implementation of the Corridor Plan.

I have received numerous comments from public officials, State Agencies, environmental advocates, local residents, and other members of the public concerning Phase 1 and associated environmental impacts. I thank the many parties who have provided comments on the DSEIR and the many agencies that have participated in its development. In particular, I note the comments from Senator Michael J. Rodrigues, Senator Walter F. Timilty, Senator Mark Montigny, Senator Marc R. Pacheco, Senator Joseph A. Boncore, Representative Robert M. Koczera, Representative William M. Straus, Representative Carole A. Fiola, Representative Christopher M. Markey, Representative Susan Williams Gifford, Representative Alan Silvia, Representative Antonio Cabral, Representative Keiko Orrall, Representative Paul A. Schmid, and Representative Dylan Fernandes. Comments were received from City of Taunton, the City of Fall River, the City of New Bedford, the Town of Middleborough, the Town of Lakeville, the Town of Freetown, the Town of Stoughton, the Town of Easton, and the Town of Fairhaven.

I appreciate the ongoing participation of, and comments provided by, stakeholders during the environmental review of this project and Phase 1. The Certificate on the NPC required MassDOT to continue its commitment to stakeholder outreach and public input as it prepared the DSEIR for Phase 1 and simultaneously proceeded through design and permitting of Full Build, including consultation with the ICG<sup>4</sup> and publication of a final mitigation plan and revised Section 61 Findings for public review and comment through the MEPA Office.

#### Permitting and MEPA Jurisdiction

The Full Build project was subject to MEPA review because it is being undertaken by a State Agency and because it exceeds review thresholds set forth in the MEPA regulations (310 CMR 11.00), including thresholds for a mandatory EIR pursuant to the following sections: 11.03(1)(a)(1) and (2) because it will result in alteration of 50 or more acres of land and creation of 10 or more acres of new impervious area; 11.03(3)(a)(1)(a) because it will result in alteration of more than one acre of Bordering Vegetated Wetlands (BVW); 11.03(3)(a)(2) because it involves alteration requiring a Variance in accordance with the Wetlands Protection Act (WPA); and 11.03(6)(a)(1)(5) because it involves construction of a new rail or rapid transit line along a new, unused or abandoned right-of-way. The Full Build project also exceeded the following ENF review thresholds: 11.03(1)(b)(3) because it involves conversion of land held for natural resource purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth (Article 97); 11.03(2)(b)(2) because it would result in more than two acres of disturbance of designated priority habitat that results in a take of a state-listed species; 11.03(10)(b)(1) and (2) because it may result in demolition of a part of a state-listed historic structure and destruction of a state-listed archaeological site; and 11.03(11)(b) because it is located within a designated ACEC. The project may also meet or exceed other MEPA review thresholds depending upon its final design.

The Full Build project requires a 401 Water Quality Certification (WQC), a Chapter 91 (c. 91) License, and a Variance from the WPA and the WQC regulations from the Massachusetts Department of Environmental Protection (MassDEP); a Conservation and Management Permit (CMP) from the Massachusetts Natural Heritage and Endangered Species Program (NHESP); a land disposition

<sup>4</sup> MassDOT eliminated the separate subgroups of the ICG (i.e. wetlands subgroup or smart growth subgroup) and consulted with members collectively regarding Phase 1.

agreement with the Department of Conservation and Recreation (DCR); approval from the legislature and the Division of Capital Asset Management (DCAM) for a disposition of land protected by Article 97 legislation; and review from the Massachusetts Office of Coastal Zone Management (CZM). The Full Build project also required Orders of Conditions (OOCs) from local Conservation Commissions (and, on appeal only, Superseding Order(s) from MassDEP); an Individual Section 404 permit from ACOE; an Air Quality Conformance Determination; a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA); and review under Section 106 of the National Historic Preservation Act (NHPA) by the Massachusetts Historical Commission (MHC). The Full Build project is subject to the MEPA Greenhouse Gas Emissions Policy and Protocol (GHG Policy) and the Executive Office of Energy and Environmental Affairs (EEA) Environmental Justice (EJ) Policy.

Phase 1, considered on its own, would exceed ENF review thresholds pursuant to: 11.03(1)(b)(2) for creation of five more acres of impervious area; 11.03(2)(b)(2) because it would result in more than two acres of disturbance of designated priority habitat that results in a take of a state-listed species; 11.03(3)(b)(1)(b) for alteration of 500 or more linear feet (lf) of Inland Bank; and 11.03(3)(b)(1)(f) for alteration of one-half or more acres of other wetlands. Phase 1 may also exceed the ENF threshold pursuant to 11.03(1)(b)(1) for alteration of 25 or more acres of land.

Phase 1 will require three individual 401 WQCs from MassDEP and a CMP from NHESP. It will also require OOCs from local Conservation Commissions (and, on appeal only, Superseding Order(s) from MassDEP); two individual Section 404 permits from ACOE; review under Section 106 of the NHPA by MHC; and a NPDES CGP from EPA. ACOE determined that Phase 1 is a separate, albeit related project with independent utility from the Full Build. ACOE expects to assert its discretionary authority to require an Individual Standard Permit for Phase 1, with a complete public interest review and federal NEPA review process.

Because the proposed project is being undertaken by a State Agency MEPA jurisdiction is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

#### Review of the DSEIR

The DSEIR includes a project summary and schedule, a list of permits and approvals required, and a description of any changes for Phase 1 since the filing of the NPC. It includes maps, plans and other graphics that describe existing and proposed conditions, environmental impacts, proposed structures, and other project components. The DSEIR supplements information provided in the FEIS/R to include those new elements that will be constructed as part of Phase 1 that were not previously considered. It also provides an update on the total impacts of Phase 1 and the cumulative impacts of Phase 1 and the State of Good Repair projects. The DSEIR does not re-analyze those elements of the project described in the FEIS/R that remain unchanged.

New elements proposed as part of Phase 1 include:

- Improvements to track infrastructure on the Middleborough Secondary Line;
- A new station at Pilgrim Junction in Middleborough;



- A new station in East Taunton south of Cotley Junction (replacing Taunton Depot Station proposed in FEIS/R);
- Modifications to previously studied stations at Freetown and Fall River Depot; and
- Use of diesel locomotives for Phase 1 Service, with lower emission Tier 4 locomotives phased into the fleet.

The project description and assessment of impacts includes construction and operational phases. The impact assessment includes temporary and permanent impacts, direct and indirect impacts, and secondary and cumulative impacts. Impact analyses provided in the DSEIR are consistent with the methodology applied in the DEIS/R and the FEIS/R; however, because limited design and permitting has occurred for those elements of the Full Build north of Cotley Junction, the DSEIR does not provide a discussion of these impacts.

Diesel trains will be used for Phase 1 service because neither the Middleborough Secondary nor the Middleborough/Lakeville Line can support electric train service. Electrification would require installation of overhead catenary for Phase 1 as well as the Middleborough Line extending to Boston. The DSEIR indicates that construction will be sequenced to add catenary for electrification along the Southern Triangle for the Full Build, while continuing to operate diesel trains during Phase 1 service.

#### Alternatives Analysis

Numerous routing and mode options were evaluated in the ENF (65 alternatives) and reduced to eight alternatives for evaluation in the DEIS/R. The FEIS/R evaluated five main routes, which ultimately, led to selection of the Stoughton Straight Electric Alternative (Full Build) as the preferred alternative. In advancing the design of the Full Build, MassDOT determined that its implementation would be significantly longer (i.e., 2030) due to the length of time required for permitting and construction, and that its cost would increase considerably. MassDOT is advancing a phased approach to bring interim service to Fall River, New Bedford, and Taunton in the short term while it continues to proceed with design and permitting of the Full Build. The majority of the Phase 1 route, known as the Southern Triangle, was previously reviewed in the FEIS/R, and thus is not included in the alternatives analysis. The DSEIR clarifies that Phase 1 will include construction of a modified Freetown Station and Fall River Depot Station, which will be constructed as the terminal station for Phase 1. Battleship Cove Station will be included in the Full Build.

In the No-Action scenario, phased service would not be implemented and the Full Build would not be provided sooner than 2030, thereby delaying the benefits of commuter rail service to this underserved region. The DSEIR describes alternatives MassDOT considered for phasing of the project to provide service prior to Full Build operations. Only routes along existing rail infrastructure were considered to meet the interim service goals of providing a one-seat ride between Fall River and New Bedford and Boston by 2022. Based on this criteria, the Attleboro Secondary to the Northeast Corridor (NEC) and the Middleborough Secondary to the Middleborough Main Line were selected for additional analysis. Other alternatives that were not considered include the Mansfield Alternative (off the Attleboro Secondary) because it would use the heavily congested NEC and would require additional track infrastructure and the Whittenton Alternative because it would require new track construction. The feasibility and practicability of each of the routing options was evaluated based on whether it could

achieve goals for Phase 1 service (one-seat ride to/from Fall River/New Bedford by 2022) and could provide adequate capacity for MBTA operations.

The Attleboro Secondary would use the NEC to travel to/from South Station. The NEC currently operates with limited available capacity while serving the MBTA's Needham, Franklin, and Providence/Stoughton Line trains, as well as Amtrak intercity high-speed and regional rail services. To provide Phase 1 service, trips would either need to be diverted from these existing services to New Bedford/Fall River (reducing the frequency of existing operations) or added to the NEC beyond the current supply. Adding new trips to the NEC and MBTA system would involve a reverse move at the Attleboro Station requiring an additional 15 minutes, which the DSEIR asserts is impracticable along the NEC given its limited capacity and would result in significant operational impacts to existing services. MassDOT evaluated construction of a new Attleboro Secondary connection along a utility ROW to the NEC to bypass the existing station, which would have associated environmental and community impacts, and could not be constructed by 2022. Adding trips to provide operational feasibility would also require construction of additional track on the NEC and reconstruction of three existing commuter rail stations. The Attleboro Secondary alternative was dismissed due to potential environmental impacts, construction costs, scheduling challenges, and property acquisition considerations.

The Middleborough Secondary option was previously dismissed in the DEIS/R as a permanent-service option because it did not fully meet Full Build ridership or quality of service (frequency) criteria. However, it would provide earlier commuter rail service because it takes advantage of existing active freight lines with operational capacity and would extend existing service on the Middleborough Main Line (limiting number of new trips). It would require upgrading existing track infrastructure along the Middleborough Secondary, New Bedford Main Lines, and Fall River Secondary. This alternative would travel along exclusive ROW owned by MassDOT, would not have significant environmental impacts, could be constructed by 2022, and would provide both short-term and long-term benefits to MBTA operations.

Preferred routing along the Middleborough Secondary addressed two junctions: Pilgrim Junction in Middleborough and Cotley Junction in Taunton. Options considered through Pilgrim Junction, serving at least one station in Middleborough or Lakeville, include: Option 1 via a reverse move at the existing Middleborough/Lakeville Station in Lakeville; Option 2 via the existing Middleborough/Lakeville Station and providing a train shuttle from the existing Middleborough/Lakeville Station to a modified Bridgewater Station and cross-platform transfer; and Option 3 via a new Middleborough Station to a point north or west of Pilgrim Junction, including a bus/van shuttle between the existing Middleborough/Lakeville Station and the new Middleborough Station.

Service Options through Cotley Junction, serving at least one station in Taunton, include: Option 1 via a reverse move at a Taunton Station proposed in the FEIS/R north of Cotley Junction (Taunton Depot and Downtown Taunton); Option 2 via a reverse move at the Taunton Depot Station; Option 3 via a new station south of Cotley Junction; and Option 4 via a new station south of Cotley Junction and provide a one-seat ride between the Downtown Taunton Station and Boston by providing less frequent service to each of the three termini than in Options 1 to 3.

The DSEIR outlines evaluation criteria used to select the Phase 1 service route using the Middleborough Secondary including: achieves goals for Phase 1 service; impacts to existing/future

MBTA operations (operational flexibility, effect on service, and travel time); infrastructure; and environmental impacts. Based on a comparison of the three Pilgrim Junction options, MassDOT identified Option 3 (New Middleborough Station) as the preferred option to advance for Phase 1 service because it would avoid reverse moves, have the most operational flexibility by reducing the number of meet/pass conflicts on the Middleborough Main Line, minimize trip times, minimize environmental impacts from new infrastructure, and provide service by 2022. This alternative does require passengers who access the existing Middleborough/Lakeville Station by foot, including those who live within the TOD near the station, to take a bus shuttle to a new Middleborough station and will require discharge to the Zone II of a municipal water supply.

Based on a comparison of the four Cotley Junction options, Option 3 (New Taunton Station) is the preferred option to advance for Phase 1 service because it is equal to or more favorable than Options 1, 2, and 4 for nearly all criteria. It would avoid reverse moves, provide the lowest travel times, provide three peak period trips to/from Fall River/New Bedford and six peak period trips to/from Taunton, have the most operational flexibility by eliminating the reverse turn in Taunton, requires the least wetland impacts, minimizes permitting delay, as it would not require track upgrades or bridge reconstruction north of Cotley Junction, and provide service by 2022. Feeder bus service will be provided for downtown Taunton passengers.

The preferred Phase 1 service option is a combination of Pilgrim Junction Service Option 3 and Cotley Junction Service Option 3. This option will accommodate the stations proposed in the FEIS/R south of Cotley Junction. All stations north of Cotley Junction will be included in the Full Build with the exception of the Taunton Depot Station, which will be relocated south of Cotley Junction, included in Phase 1, and renamed East Taunton Station. Phase 1 will also include a new, relocated, or reconstructed station in Middleborough. Phase 1 service could retain the existing Middleborough/Lakeville Station by providing a bus/van shuttle from the existing station to the new Middleborough Station and continue to accommodate existing Cape Flyer service. Alternatively, the station could be closed, allowing the land to be made available for other uses.

The DSEIR contains evaluations of the relocated Middleborough Station, the new (relocated) East Taunton Station, and the modified Freetown and Fall River Depot stations based on the following criteria: achieves goals for Phase 1 service; accommodates freight and commuter rail operations; addresses other siting and environmental criteria (parking, property takings, wetland impacts, traffic impacts, etc); and considers long-term benefits and costs. Freetown Station will be constructed with a different configuration within the same parcel proposed in the FEIS/R. Fall River Depot Station will maintain the FEIS/R proposed location with a smaller parking area for Phase 1.

The DSEIR evaluates two sites for a new Middleborough Station north or west of Pilgrim Station to avoid a reverse move: Station Options 1a and 1b at Middleborough Center (on the Middleborough Main Line, north of Pilgrim Junction); and Station Option 2 at Pilgrim Junction (west of the Middleborough Main Line). Each station option can include a second platform to accommodate potential future Cape service and can be connected to the existing Middleborough/Lakeville Station via a bus or van shuttle. Option 1a would consist of a station sized to accommodate approximately 500 spaces and Option 1b would provide limited parking, requiring parking accommodations to remain at the existing Middleborough/Lakeville Station. Option 2 would include a new station at Pilgrim Junction inside the wye. Based on a comparison of the Middleborough Station options, Option 2 at Pilgrim

Junction is the preferred station site because it would result in the fewest impacts, not require demolition of a historic structure, have the lowest costs, provide long-term use, accommodate rail operations, be proximate to existing MBTA Yard, require less property takings, provide access and parking opportunity, and minimize freight impacts or property needs.

A previous station siting analysis identified 13 potential locations in Taunton, of which three are located along the proposed Phase 1 route: the "Mini Golf Site" located on the New Bedford Main Line just south of Cotley Junction; the "Galleria Site (Mall)" located on the New Bedford Main Line near the Silver City Galleria; and the "Old Colony Ave." site located on the Middleborough Secondary (which would not be located on the Full Build route). Based on a comparison of the Taunton Station options, the Mini Golf Site is the preferred station site because it has favorable topography, geometry, and siting conditions making it practicable to construct, is available for acquisition, provides access using existing road infrastructure within a reasonable distance of a highway (Route 24 and Route 140), is close enough to the proposed Taunton Depot Station site to attract riders who would have used that station, has lower wetland impacts than the Taunton Depot Station site, and could support smart growth development.

The DSEIR maintains that Phase 1 will not delay or negatively impact the benefits of the Full Build described in the FEIS/R and will accelerate benefits, beginning in 2022, with the implementation of interim service. In the absence of Phase 1, benefits would not begin to be realized until 2030 at the earliest. Phase 1 will result in improvements to the transportation system, benefits to environmental justice populations, air quality improvements and reductions in greenhouse gas emissions, and opportunities for smart growth.

The DSEIR indicates that the longer travel time of Option 1 (for both Pilgrim Junction and Cotley Junction) because of the required reverse move would result in lower ridership than the other service options. In addition, a cross-platform transfer would increase travel time and decrease the attractiveness of Phase 1 service. Similarly, the shorter travel times of Option 3 (for both Pilgrim Junction and Cotley Junction) would result in higher ridership.

#### Secondary Growth and Cumulative Impacts

Development along the South Coast Rail project corridor has been guided by the Corridor Plan. Executive Order 525 (EO 525) requires state investments to be consistent with the recommendations of the Corridor Plan to the maximum extent feasible. It acknowledges that State actions have significant potential to leverage local and private investments in the priority areas. The Full Build is anticipated to result in economic benefits and growth in jobs/households within the South Coast Region. However, induced growth has the potential to adversely impact resources. The Corridor Plan promotes smart growth by identifying Community Priority Areas of Regional Significance including Priority Development Areas (PDAs) and Priority Protection Areas (PPAs).

The Phase 1 project area has already been studied as part of smart-growth planning efforts and is included in the Corridor Plan. New elements that will be added to the Corridor Plan include use of the Middleborough Secondary line, a relocated Taunton Station, and new Pilgrim Junction Station. Implementation of phased service will not bring any new communities into the service plan that were not previously evaluated in the FEIS/R. Phase 1 will result in a change in the proposed development schedule for the South Coast Region and service will include fewer stations that will initially be

constructed for the Full Build Project; however, it will bring commuter rail service to some communities sooner than originally anticipated, thus providing economic and transportation benefits in the near term.

The DSEIR describes potential indirect effects from new elements associated with Phase 1 service only, and does not revisit elements previously analyzed in the FEIS/R; potential indirect effects are not anticipated to change significantly. Modifications to the Freetown and Fall River stations are not anticipated to change induced growth effects from those previously described. Phase 1 may prompt the development of undeveloped land at Pilgrim Junction Station, Middleborough/Lakeville Station, and East Taunton Station. Relocating the existing Middleborough/Lakeville Station to Pilgrim Junction Station will shift development opportunities from one station location to the other. Development opportunities near Pilgrim Junction Station are constrained due to an absence of developable land and location within a Zone II. New development at the Middleborough/Lakeville Station will occur on surface parking. The East Taunton Station would encourage similar levels of residential development compared with the concept plan for Taunton Depot Station identified in the Corridor Plan.

The DSEIR describes potential for TOD opportunities as presented in the Corridor Plan. Distribution of projected jobs and housing reported in the FEIS/R remain unaffected; however, levels of TOD similar to those presented in the Corridor Plan are anticipated in communities with Phase 1 stations. It is likely that current riders who use the Middleborough/Lakeville Station will use stations that are closer to them throughout the Southern Triangle once Phase 1 service commences.

The DSEIR discusses the implementation of the Corridor Plan, including related performance metrics and the associated monitoring and reporting program, as well as the consistency of State investment commitments with the Corridor Plan.

MassDOT does not anticipate any shifting of public infrastructure investments or other funding as a result of the implementation of Phase 1 service. MassDOT and the Executive Office of Housing and Economic Development (EOHED) have awarded technical assistance (TA) grants of more than \$1.7 million to the 31 corridor communities. This program will be continued through the start of Full Build service (providing an average of \$200,000 per year). The proposals are developed by the communities with assistance from RPAs. Emphasis is placed on proposals to advance the Corridor Plan, its PDA/PPA designations and the state's Sustainable Development Principles, and proposals that demonstrate a clear and achievable outcome.

The DSEIR analyzes cumulative impacts of Phase 1 service on natural, social, cultural, and physical resources compared to the No-Action Alternative. The cumulative impacts of the Phase 1 elements in addition to the Full Build will not result in a significant environmental impact on land use, wetlands, biodiversity, rare species, water quality, and air quality. In particular, impacts to wetland resource areas within the entire Phase 1 area are significantly reduced from the original impact estimates in the FEIS/R; cumulative wetland impacts from both the Phase 1 and Full Build will not exceed what was originally estimated in the FEIS/R.

### Monitoring and Reporting Plan

The long-term Evaluation and Monitoring Plan is intended to evaluate anticipated environmental and smart-growth benefits of the project and verify impact projections to allow for corrective/adaptive strategies mid-course. The DSEIR references the evaluation indicators and performance metrics described in the FEIS/R, which are tailored to the SCR project and include metrics for growth projections, PDA, PPA, TOD, and social equity. The FEIS/R outlined the State Agency or RPA responsible for data collection, which will apply throughout Phase 1 service.

MassDOT and its evaluation partners have not begun monitoring the performance metrics. MassDOT is not proposing changes to the performance metrics or associated data collection processes for Phase 1 service. MassDOT will expand the social equity metrics beyond Chapter 40B and inclusionary zoning to include other socio-economic factors, as appropriate.

The DSEIR describes modifications to the proposed monitoring and reporting programs that will be carried forward during Phase 1. It provides an update on the monitoring and collection of data, and discusses how the phasing of the project will be incorporated into the long-term Evaluation and Monitoring Plan. MassDOT will follow the same structure for the programs as outlined in the FEIS/R. The first year of data collection will commence during the first year of construction of Phase 1 service. MassDOT will report the results of the performance metrics evaluation on its website four years after commencement of Phase 1 service, and subsequent reports will be available every three years after this first report for a maximum of 20 years. The first report will include data collected for the baseline year (the first year of construction) and data collected three years after the baseline data collection year. Each subsequent report will include historical data and data collected for the additional reporting period.

Because rehabilitation/use of the existing freight line for commuter rail purposes will not significantly change wildlife habitats, fragmentation, or continuity, MassDOT determined that the use of the Conservation Assessment and Prioritization System (CAPS) analysis would not be necessary to site wetland mitigation areas or redesign culverts associated with Phase 1. Wetlands mitigation will occur at the local level in accordance with the WPA and culverts will be replaced to address structural deficiencies and reconstructed to meet the Stream Crossing Standards to the extent practicable.

### Land Alteration

The DSEIR indicates that Phase 1 elements are not located within an ACEC, will not result in new impacts to open space, or require the disposition of Article 97 lands. The proposed Pilgrim Junction Station is located within a Water Resource Protection District and the Zone II wellhead supply protection area. The DSEIR describes the type, amount, and location of land alteration associated with Phase 1 that was not previously analyzed in the FEIS/R. Existing and proposed conditions are categorized as either impervious (pavement, building, dirt, gravel, asphalt, and/or sidewalk) or pervious (grass, trees, landscape, and/or pond) for each site. The DSEIR does not specifically provide cumulative totals for land alteration and impervious area for Phase 1 and the Full Build.



The following table describes the size of the redevelopment envelope, creation of impervious area, and proposed parking at each station.

Station	Site Acreage (acre)	Proposed Redevelopment (acre)	Existing Impervious (acre)	Proposed Impervious (acre)	Total Impervious (acre)	Proposed Parking
Pilgrim Junction	11.0	8.50	1.95	4.06	6.01	501
East Taunton	44.9	10.32	1.37	3.80	5.17	363
Freetown	28.6	9.53	0.53	1.91	2.44	107
Fall River Depot	7.0	3.05	1.35	1.17	2.52	220

New project elements will be located on previously developed land and land that is adjacent to existing freight lines. Parking at each station will be designed to avoid the alteration of undisturbed land, reduce impervious area to the extent practicable, and accommodate projected ridership. The reconfigured Freetown Station will provide 107 parking spaces, which is approximately 73 spaces less than proposed in the FEIS/R to reduce impervious area by 2.4 acres. A portion of the proposed Fall River Depot Station was sold and redeveloped into a medical office building. Additional parking may be added to the north side of the Fall River Depot Station for the Full Build project to replace this.

According to the DSEIR, upgrading the railbed, track, and signals to facilitate commuter rail service on the Middleborough Secondary will not result in significant alteration to the land within the ROW. Minor temporary and permanent impacts may occur within narrow strips immediately adjacent to the existing ballasted track for track reconstruction and minor realignment of track segments in certain areas. No significant land acquisition is required for Phase 1 construction along this ROW.

#### Ridership Projections

The DSEIR provides updated travel demand modeling to project ridership and vehicle miles travelled (VMT) for the Full Build project and for Phase 1. Modeling does not include extension of daily commuter rail service south of the Middleborough/Lakeville Station to Buzzards Bay to assess impacts and benefits. However, MassDOT emphasizes that construction of Phase 1 will not preclude future expansion of Cape service.

Ridership was modeled using the Massachusetts Statewide Travel Demand Model (TDM) developed by the Central Transportation Planning Staff (CTPS). The SCR TDM is a version that was refined specifically for the SCR study area. The DSEIR identifies the methodology, sources of data, and assumptions used as inputs to the model. The SCR TDM was updated to evaluate the 2016 and 2040 forecast year for the No Build, Phase 1 and Full Build (compared to the 2028 Full Build forecast year described in the FEIS/R). In addition, CTPS was directed to model the 2030 ridership forecast for Phase 1 on an expedited schedule. Because forecasts for the 2030 scenarios were similar to 2040 scenarios modeled and major transportation network improvements were not expected after 2030, CTPS performed an off-model analysis to estimate the 2030 ridership. The DSEIR indicates that the 2030 forecast year was selected (eight years after the projected start of service in 2022) because it provides sufficient time to assess the benefits and impacts of Phase 1 service. According to the ridership analysis, Phase 1 projections consist of approximately 1,600 trips in 2030 and Full Build projections consist of approximately 3,900 trips in 2040.

The modeling incorporates station locations associated with Phase 1; however, it does not include grade crossings. The DSEIR provides a qualitative comparison of the projected ridership and cost associated with Phase 1. It does not include an estimated cost per rider based on the results of the ridership analysis. Because the model may be sensitive to cost, relative travel times, income and other demographic data, there may be some uncertainty in the estimation of each of these variables. The DSEIR describes the considerable uncertainty inherent in the modeling process which make it challenging to develop a composite margin of error or composite range. Therefore, the DSEIR did not present a range of projected boardings for each alternative (rather than a single number) based on consideration of uncertainty factors and sensitivity of the model.

The ridership projection results include boardings by station and linked trips, and the number of mode shifts from bus and auto. In addition to the 1,600 boardings diverted from automobile use, private bus service boardings under Phase 1 will decline to a projected 1,400 boardings (compared to 2,200 in the 2030 No Action) due to the diversion of passengers to the new rail options. Air quality benefits are based on the reduction in automobile VMT and the increase in transit VMT associated with new and extended trips.

The DSEIR describes how information on fares and parking fees were incorporated in the model. Also, it describes how regional land use and planning assumptions were incorporated into the model.

#### Environmental Justice

The DSEIR identifies Environmental Justice (EJ) populations within and adjacent to the Phase 1 project area and evaluates potential impacts to these populations that may result from changes proposed in Phase 1. The EJ Phase 1 study area consists of a 0.5-mile radius around the railroad alignment (Middleborough Secondary) and new station sites in East Taunton and Middleborough. The DSEIR addresses relevant State and federal policies including the EEA EJ Policy. The EJ Policy was designed to improve protection of minority and low income communities from environmental pollution as well as promote community involvement in planning and environmental decision-making to maintain and/or enhance the environmental quality of their neighborhoods.

The DSEIR indicates that there are no designated EJ populations within the EJ Phase 1 study area and Phase 1 will not result in impacts to EJ communities associated with property acquisition, socioeconomic, noise, vibration, air quality, public safety, and access and travel time and will not have a disproportionate adverse impact on EJ communities. There are two low income EJ communities in Middleborough located proximate to the EJ Phase 1 study area. The DSEIR does not anticipate direct impacts to these communities. The DSEIR indicates that phased service will benefit all EJ communities previously identified and evaluated in the FEIS/R. Benefits will include improved access to transit services to improve employment and educational opportunities, and general mobility. Phase 1 will bring these benefits to EJ communities as early as 2022.

The DSEIR outlines strategies to enhance public participation in the environmental review process and describes outreach efforts to EJ communities in New Bedford, Taunton, Fall River, and Middleborough. MassDOT will continue to update and engage EJ and other South Coast communities throughout the entirety of the project, including Phase 1 through final construction.

### Climate Change

The DSEIR discusses the project within the context of the Global Warming Solutions Act of 2008 (GWSA), Executive Order 569: *Establishing An Integrated Climate Change Strategy for the Commonwealth* (EO 569; September 16, 2016) and the MassDOT GreenDOT Policy. EO 569 recognizes the serious threat presented by climate change and directs agencies within the administration to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the GWSA and will work to prepare state government and cities and towns for the impacts of climate change. The GHG Policy and requirements to analyze the effects of climate change through EIR review is an important part of a statewide strategy.

### Greenhouse Gas Emissions

This project is subject to review under the May 5, 2010 MEPA GHG Policy. The FEIS/R included an analysis of GHG emissions for the Full Build Project. The DSEIR provided an updated GHG analysis for Phase 1. A stationary source analysis was not conducted for the stations because they will not include conditioned spaces. The East Taunton Station will include an emergency generator. The DSEIR calculates that Phase 1 will reduce regional GHG emissions by 7,121 tons per year (tpy) based on data from the mesoscale analysis. These reductions are associated with mode-shift and a related reduction in VMT by automobiles. The DSEIR commits to measures to reduce GHG emissions associated with Phase 1.

MassDOT will design platform roofs to be solar ready and will consider installation of solar PV at the stations. Stations will use light emitting diode (LED) technology and include electric vehicle (EV) charging equipment. The DSEIR does not quantify associated emissions reductions for these mitigation measures. The Massachusetts Department of Energy Resources (DOER) recommends that MassDOT commit to installing PV on parking lots and roofs, and use air to water heat pumps in conjunction with emergency generators to demonstrate that it has avoided, minimized, and mitigated GHG emissions to the maximum extent practicable. Further reductions in VMT and GHG emissions may also be achieved through the adoption of smart growth principles and transit-oriented development (TOD) in Phase 1.

The DSEIR addressed the effect of rail transit on freight services such as a shift from freight lines to roadways that might result in increased truck traffic. The DSEIR indicates that the project is not expected to have a significant impact on freight operations.

### Adaptation and Resiliency

The DSEIR outlines the benefits of updates to the Middleborough Secondary Line to climate adaptation and resiliency of the Full Build project. The DSEIR describes strategies MassDOT may take that will increase the resiliency of Phase 1, and Full Build, to the effects of climate change. It evaluates how the projects may be impacted by changes in precipitation and increased temperature in compliance with the *Draft MEPA Climate Change Adaptation and Resiliency Policy*. MassDOT is currently undertaking a vulnerability assessment as part of its Statewide Climate Change Adaptation Plan which includes climate projection maps for the Commonwealth and a report titled *Assessment of Extreme Temperature Impacts on MassDOT Assets (Assessment)*. The DSEIR presents climate change

projections (for precipitation depth and temperature change) representing three GHG concentration trajectories for four future periods that can be used for planning purposes.

The DSEIR identifies locations within the Phase 1 area that are vulnerable to flooding due to changes in precipitation and threats along the transportation system associated with extended periods of extreme temperatures. MassDOT's Assessment determined that exposure to high temperature would not significantly impact the infrastructure design and materials specifications.

The DSEIR identifies potential solutions to mitigate projected increased flooding and temperature increase. MassDOT will use the data and design standards provided in the Boston Water and Sewer Commission's (BWSC) 2015 *Wastewater and Storm Drainage System Facilities Plan* for the project's stormwater management systems including analyzing existing and designing new culverts. MassDOT maintains that Phase 1 will provide resiliency by providing a reliable redundant route should the Full Build become vulnerable due to flooding, power outages, or track damage.

### Air Quality

The DSEIR evaluates the air quality impacts of Phase 1 consistent with the analysis provided in the FEIS/R. The DSEIR describes the methodology used for the mesoscale and microscale analyses. The analyses address emission impacts from both automobiles and locomotives. Modeling conservatively assumed Tier 3 diesel locomotive engines; however, cleaner Tier 4 locomotives will be phased into the fleet. Any locomotives purchased for Phase 1 will comply with federal locomotive standards. The DSEIR considers the emissions from minimal electrical consumption at each station and the direct emissions from the emergency generator at the East Taunton Station to be negligible.

The mesoscale analysis evaluates regional air quality impacts of Phase 1 with respect to National Ambient Air Quality Standards (NAAQS), Clean Air Act (CAA), and State Implementation Plan (SIP). It calculates emissions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), carbon dioxide (CO<sub>2</sub>), carbon monoxide (CO), and Particulate Matter 2.5 micrometers and 10 micrometers in diameter (PM<sub>2.5</sub> and PM<sub>10</sub>). The mesoscale analysis uses traffic and emissions data for existing and future (No Action and Build) conditions within the Phase 1 study area. It was informed by the Regional Travel Demand Model (RTDM) maintained by CTPS to project reductions in VMT and emissions factors derived using EPA's Motor Vehicle Emissions Simulator (MOVES2014a). Diesel train emissions were modeled using EPA emission factors and based on travel distances from the proposed service schedule.

The DSEIR describes how the project will comply with the CAA Amendments (General Conformity Rule and SIP) and NAAQS. Phase 1 is expected to reduce CO by 64 kilograms per day (kg/day), VOC by 1 to 2 kg/day, PM<sub>2.5</sub> and PM<sub>10</sub> by less than 1 kg/day, and CO<sub>2</sub> by 7,121 tpy. Phase 1 is expected to increase NO<sub>x</sub> emissions by 26 kg/day because the increased train emissions offset the reduction in motor vehicle emissions; however, these values are well below the de minimis levels outlined in the General Conformity Rule. Use of Tier 4 locomotives could further decrease emissions of all pollutants.

Consistent with previous analysis, the DSEIR also includes a microscale analysis to determine if automobiles and train locatives for Phase 1 will cause or exacerbate existing CO, PM<sub>2.5</sub>, or PM<sub>10</sub>, and NO<sub>2</sub> at localized "hotspots" (including NO<sub>2</sub> at stations associated with diesel trains). The DSEIR

describes the methodology used for the microscale analyses and model input data such as vehicle/train emission factors. The microscale analysis includes assessments of the Phase I service at intersections in the vicinity of new stations; grade crossings; and train stations.

The worst-case intersection in each station's traffic study area was analyzed. It is assumed that because these intersections will comply with the NAAQS criteria, all other intersections in the traffic study area will also comply. Each of the five grade crossings along the Phase I corridor was modeled during the peak transit hour when the most grade crossing events would occur. Ambient air quality near the stations was considered by assessing idling locomotives during the peak transit hour. Automobile and train emissions were used to calculate worst-case concentrations. Emissions of the moving diesel commuter rail trains were added to grade crossing receptor locations to calculate the highest concentrations of pollutants. All of the measured pollutant concentrations will comply with the NAAQS and Phase I will not result in a significant change in concentrations.

Consistent with MassDOT's GreenDOT Policy Directive and Revised Diesel Retrofit Specifications, contractors will be required to install emissions control devices in all off-road vehicles. Ultra-low sulfur diesel (ULSD) fuel must be used in off-road equipment. Protocols will be established to limit excessive idling during the construction period. This may include driver training, periodic inspections by site supervisors, and posting signage.

#### Traffic and Transportation

The DSEIR includes a revised transportation analysis which describes the transportation and roadway safety impacts for Phase I that were not previously evaluated in the FEIS/R. It analyzed potential transportation impacts at four station locations and five existing grade crossings along the Middleborough Secondary. Study area roadway and intersections around each proposed station were selected for safety and traffic operation analyses and these were adjusted from locations evaluated in the FEIS/R based on revised station locations, as appropriate.

#### *Phase I Operations*

Impacts of proposed Phase I operations were evaluated with respect to intersection and roadway traffic operations, pedestrian and bicycle accommodations, and parking at each planned station. Current and future demographic and economic data were incorporated into the CTPS TDM and Phase I ridership projections, based on land use data and projections from the Southeastern Regional Planning and Economic Development District (SRPEDD) and Old Colony Planning Council (OCPC). The DSEIR describes potential impacts of Phase I on existing roadways, freight, passenger rail, and bus operations.

The analysis evaluates existing conditions and the potential impacts of Phase I operations within Middleborough, Lakeville, Taunton, Fall River, and Freetown based on the existing roadway and intersection geometry, grade crossings, traffic volume data collection, vehicle crash analysis, and traffic operations analysis. Traffic volume data (automatic traffic recorder (ATR) counts and turning movement counts (TMCs)) were collected in June 2017 for roadway and intersections in the study area of proposed stations (new, relocated, or reconfigured). No new traffic data was collected in Freetown because the only change since the FEIS/R consists of relocating the driveway.

The analysis evaluates current and projected traffic congestion at study area intersections (expressed in terms of level of service (LOS)) with and without Phase I operations based on a 2030 traffic forecast by CTPS. Trip generation for each station was based on projected park and ride and kiss and ride ridership. MassDOT conducted peak-hour signal warrant analyses at study area intersections. The TDM was used to project total pedestrian and bicycle volume at each proposed station.

There have been modifications to traffic signal timing and phasing along the Route 140 Corridor in Taunton since the FEIS/R, which have improved traffic operations in the vicinity of Route 24. The majority of study area intersections in the vicinity of stations currently operate at LOS D or better under peak period conditions. However, under existing conditions, the South Main Street (Route 105)/West Grove Street (Route 28) intersection in Middleborough operates at LOS E during the evening peak hour.

Existing traffic volumes were projected to 2030 No-Action conditions by applying annual background growth rates for Middleborough (eight percent), Taunton (four percent), and Fall River (1.5 percent) based on model inputs, in addition to project-specific traffic volumes. Project First Light (EEA#14924) in Taunton and its preferred alternative for the new interchange at Route 24/Route 140 were included in the No-Action analysis for Taunton. I expect that the No-Action analysis for Freetown accurately incorporated updated traffic information associated with the Freetown Business Park (EEA#15420). Vehicle trips associated with expected passenger growth at the existing Middleborough/Lakeville Station were included in the No-Action analysis.

Analysis of transportation impacts was based on projected ridership at each station. Analyses indicate that the majority of intersections will operate at acceptable LOS. The South Main Street (Route 105)/Route 28 intersection in Middleboro will continue to operate at LOS F during the evening peak-hour under the 2030 Phase I Operation and will be improved to LOS D with proposed mitigation. Phase I is not anticipated to adversely impact traffic in Middleborough; however, MassDOT is proposing mitigation to address existing deficiencies and enhance bicycle/pedestrian access to the station.

The Route 140/Industrial Drive intersection in Taunton will deteriorate to LOS F during peak hours under the 2030 Phase I Operation and will be improved to LOS B with proposed mitigation. Potential adverse impacts of Phase I in Taunton are associated with the effect of the new at-grade railroad crossing on traffic operations along the Route 140 corridor; however, station-related traffic impacts are not anticipated. MassDOT proposes intersection improvements to facilitate grade crossing safety while maintaining traffic operations to the extent possible during grade crossing closures on Route 140.

The NPC indicated that Phase I could continue to provide a connection between Bridgewater State College and the Fall River/New Bedford area in the long term, if warranted by demand. Phase I will not preclude future Cape service.

#### *Crash Analysis*

Historical crash data was reviewed for the most recent three- to five-year periods available for study area intersections in Middleborough, Taunton, and Fall River. High crash rate locations (exceeding the statewide and/or district averages) in the vicinity of proposed stations include the following intersections:



- the South Main Street (Route 105)/West Grove Street (Route 28) in Middleborough (ranked as number 121 of the Top 200 intersection crash locations in the Commonwealth);
- Route 140/Mozzone Boulevard in Taunton;
- Route 140/Route 24 ramps (northbound (NB) and southbound (SB)) in Taunton (listed as high crash locations, eligible for Highway Safety Improvement Program (HSIP) funding);
- North Main Street/President Avenue in Fall River;
- North Main Street/Lincoln Avenue;
- North Main Street/Pearce Street; and
- North Davol Street/President Avenue.

The President Avenue corridor, between North Davol Street and Thompson Street is listed as a high crash location eligible for HSIP funding. The President Avenue corridor between Dyer Street and June Street is listed as a bicycle crash cluster eligible for HSIP funding.

MassDOT will undertake a Roadway Safety Audit (RSA) for high crash locations identified in Middleborough and Fall River. An RSA was determined not to be required at the Route 140/Route 24 ramp (NB/SB) intersections in Taunton as there have been no changes in crash trends since a previously completed RSA at this location. Mitigation identified from the RSAs will be incorporated into Phase 1.

#### Grade Crossing Analysis

The DSEIR includes an evaluation of the five grade crossings along the Middleborough Secondary (two in Lakeville and three in Taunton) and provides an analysis of traffic and safety impacts. Existing train frequency varies between four and 22 freight trains per week. The DSEIR includes a delay and queue technical analysis for all grade crossing locations. The DSEIR indicates that a review of MassDOT crash data over the past five years shows no history of crashes that can be attributed to existing activity on the Middleborough Secondary.

During the morning and evening peak-hours, the grade crossings are projected to be closed three times, respectively, with a total of 13 round trips per day. The grade crossings on the Middleborough Secondary in Lakeville and Taunton are active. It is assumed that, in the future, freight will run outside of the peak commuting hours to facilitate commuter rail along the single track. The DSEIR describes the traffic volumes, maximum queue, and average delay at these grade crossings. No impacts to driveways or adjacent intersections in the vicinity of the crossings in Lakeville are projected. Queue lengths and average delays at three crossings in Taunton will affect driveways immediately adjacent to the crossings. No impacts to any adjacent intersections due to queued vehicles at the crossing are anticipated.

The assessment of potential traffic and safety impacts at the proposed public grade crossings indicates that each location will be suitable for public use equipped with a combination of new, state of the art, Automatic Highway Crossing Warning (AHCW) systems and minor geometric modifications such as driveway reconfiguration, driveway closures, vegetation clearing and utility pole relocations. Specifically, minor modifications to driveways adjacent to the grade crossings are proposed along Old Colony Avenue and Middleboro Avenue. More extensive changes are proposed along Route 140.

#### Parking

A parking assessment for each station compares the planned number of parking spaces to the projected peak parking demand and identifies any existing parking supply that may be affected by the proposed project. Peak parking demand at each station was projected based on daily passenger boardings determined by the TDM. The following table identifies proposed parking supply.

Station	Parking Supply	Peak Parking Demand Phase 1/Full Build	Handicap Accessible	Kiss and Ride
Pilgrim Junction	501	453/483	18	Yes
East Taunton	363	298/322	10	Yes
Freetown	107	*	7	Yes
Fall River Depot	220**	***	8	Yes

\* 73 fewer spaces than previously proposed in the FEIS/R; DSEIR indicates this amount will still maintain adequate supply.

\*\* Additional parking may be added on the north side of the track at 870 North Main Street as part of the Full Build.

\*\*\* For Phase 1, the reduced parking area is expected to be adequate to meet demand.

#### Multimodal Connectivity

The ridership modeling projections include a mode of access for each station, which were used to define proposed infrastructure improvements. Mode choices included auto (single-occupant vehicle trip and carpool), transit, and non-motorized (walk or bicycle). The DSEIR describes pedestrian and bicycle connections from local neighborhoods to the proposed stations, which will be designed to accommodate these users, and measures proposed to encourage multimodal access such as exclusive signal timing phasing and bicycle racks.

Southeastern Regional Transit Authority (SRTA) and Greater Attleboro Taunton Regional Transit Authority (GATRA) provide local bus service within the vicinity of proposed stations. These operators use a fleet of buses that accommodate bicycles, which will encourage multi-modal integration for the project. Current bus operators will provide enhanced Feeder Bus service (extending or adjusting existing bus routes) to the proposed stations for Phase 1 service to support interconnectivity between urbanized communities in the study area to proposed stations. A Feeder Bus network would provide an alternative to driving to stations and would support TOD and other smart growth initiatives in the study area. The DSEIR summarizes the proposed Phase 1 Feeder Bus connections to each of the four stations, including a shuttle between the existing Middleborough/Lakeville Station and the new station at Pilgrim Junction and extension of GATRA's Bus Route 8 to serve the proposed East Taunton Station to provide a connection to other locations in Taunton, including downtown Taunton, the Bloom Bus Terminal, Taunton High School, Taunton Depot, and the Silver City Galleria.

The Phase 1 service will operate in an area that is not currently served by Transportation Management Associations (TMAs) and other Transportation Demand Management programs. MassDOT plans to coordinate with Regional Transit Authorities (RTAs) and TMA and Transportation Demand Management programs that operate in the region in the future.

Mitigation

The DSEIR identifies the following mitigation commitments to address traffic impacts and ensure safe, multi-modal access to the stations:

Middleborough

- Complete RSA at Route 105/Route 28 intersection and implement recommended improvements;
- Modify traffic signal timing/phasing at Route 105/Route 28 intersection to provide adequate pedestrian crossing times and protected/permissive left turns for all approaches;
- Modify traffic signal timing/phasing at Route 105/I-495 NB intersection to incorporate new station driveway and a pedestrian crossing across Route 105;
- Install high visibility materials, advanced signage, and flashing beacon warning devices at the existing unsignalized crosswalks across Route 28 at West Street and at Elm Street; and
- Modify traffic signal timing at Route 105/Route 79/Commercial Drive intersection.

Taunton

- Install new traffic signal at Route 140/Industrial Drive intersection;
- Install pre-signals at the Route 140 grade crossing;
- Restripe Route 140 SB between Industrial Drive and Route 24 SB to provide two through lanes and a dedicated right-turn lane onto Route 24 SB (minor widening may be required); and
- Modify traffic signal timing/phasing at Route 140/Mozzone Boulevard/Route 24 SB ramps intersection to provide preemption phasing during gate closure.

Freetown

- Install advanced warning signage along South Main Street and at Freetown Station driveway; and
- Install dynamic messages signing along approach where sight distance is deficient.

Fall River

- Widen North Main Street on both approaches to President Avenue
- Update traffic signal timing/phasing at North Main Street/President Avenue and increase pedestrian crossing time
- Increase the pedestrian crossing time at North Davol Street/President Avenue

MassDOT is separately advancing a design to address the Middleborough Rotary. Traffic operations at Pilgrim Junction are not expected to impact the Middleborough Rotary. The DSEIR indicates that new trips to the Pilgrim Junction Station through key intersections in Middleborough Center, the Middleborough Rotary, and in the vicinity of the schools located along Route 28 will be unchanged.

Wetlands, Water Quality and Wildlife HabitatWetlands

Phase I will result in impacts to BVW, Land Under Water (LUW), Bank, Bordering Land Subject to Flooding (BLSF), Riverfront Area (RFA), and Land Subject to Coastal Storm Flowage (LSCSF). The project is subject to Federal, State, and local wetland permitting jurisdiction, each with its own performance standards and regulations. Local Conservation Commissions will review Phase I to determine its consistency with the WPA, the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including the Stormwater Management Standards (SMS). MassDEP will assess the project's consistency with the WPA, the 401 WQC regulations (314 CMR 9.00) and the c. 91 regulations (310 CMR 9.00). ACOE will review the project to determine its consistency with Section 404 of the Federal Clean Water Act. Phase I will not require a Variance in accordance with the WPA.

An Order of Conditions issued by a local Conservation Commission is not a Permit, as that term is defined in the MEPA regulations; therefore, MassDOT may initiate wetlands permitting prior to completion of MEPA review. Phase I received OOCs from the Conservation Commissions in Fall River, New Bedford (for the layover station), Freetown (two), Berkley, Taunton (two), and Raynham, which were not appealed. Outstanding OOCs are required from the Conservation Commissions in Middleborough (only work along Middleborough Secondary; Pilgrim Junction is not within WPA jurisdiction), Lakeville, and New Bedford (for track work).

In addition to new impacts along the Middleborough Secondary and at proposed stations, the DSEIR also provides an update on the impacts to wetland resource areas within the Southern Triangle that were previously analyzed in the FEIS/R. The following table identifies permanent and temporary impacts within the Phase I area and mitigation for permanent BVW impacts (MassDOT provided updated impact numbers during review of the DSEIR).

Municipality	Bank (lf) P/T	BVW (sf) P/T	LUW (sf) P/T	BLSF (sf)/(cf) P	RFA (sf) P	Proposed BVW Mitigation (sf)	OOC Issued
Middleborough*	0/0	0/0	0/0	0/0	0/0	0	TBD
Lakeville*	0/484	0/0	0/0	0	78,990	0	TBD
Taunton**	1,021/36	4,230/0	5,227/178	1,354/979	78,036	5,200	2/13/2018
Raynham***	0/0	0/0	0/0	0	0	0	12/20/2017
Berkley	476/206	3,330/18,028	1,342/1,943	4,468/4,815	0	5,520	1/10/2018
Freetown**	2,201/48	2,640/0	2,338/461	2,782/504	105,680	5,410	2/26/2018
New Bedford*	6,656/86	9/93	921/313	0	479	2,600	1/8/2018/TBD
Fall River****	160/20	0/98	0/0	0/0	7,372	0	3/9/2018

P: permanent impacts

T: temporary impacts

TBD: to be determined

\* NOI to be filed for track work – estimated impacts

\*\* Impacts are combined from two separate NOIs

\*\*\* Buffer Zone work only

\*\*\*\* Impacts also include 16,419 sf of LSCSF and 1,715 lf of Coastal Bank

The DSEIR includes a description of wetland systems identified along the proposed alignment for Phase 1 for track construction/reconstruction (single and double tracking), culvert/bridge replacement, retaining wall construction, and upgraded grade crossings, and at the proposed station sites. It includes figures to supplement the narrative and depicts specific locations and extent of wetland impacts. The DSEIR includes tables summarizing wetlands impacts for Phase 1, including the identification of cumulative impacts for each resource area and by municipality. MassDOT consulted with the ICG on several occasions to review proposed work and project impacts. The methodology used to assess impacts was consistent with the approach used in the FEIS/R. The DSEIR describes how proposed work in wetland resource areas will meet applicable performance standards.

The DSEIR describes and quantifies alterations to floodplains (BLSF) and discusses how work associated with Phase 1 will comply with applicable regulatory standards pursuant to 310 CMR 10.57(4)(a). Hydrologic analyses were conducted to determine the 100-year flood elevation in the vicinity of Phase 1 elements not previously reviewed in the FEIS/R. Flood storage mitigation will be provided on an incremental (one-foot) basis well in excess of the proposed volume of fill at each elevation. Compensatory storage will be provided in the immediate vicinity of proposed fill within BLSF (within the same floodplain) for loss of BLSF within each municipality.

#### *State of Good Repair Program*

Phase 1 includes activities that qualify as "Bridge Exempt" under the Transportation Bond Bill and portions that do not qualify for the exemption. MassDEP has indicated that it will require two 401 WQC applications. MassDOT filed the Bridge Exempt 401 WQC with MassDEP, which has been classified as State of Good Repair (SGR) work. This SGR work includes discharge of fill and dredging associated with the maintenance, repair and/or replacement of bridges and culverts for the existing Freight Line. These bridges/culverts meet the definition of functional equivalent and will be repaired, replaced or reconstructed.

#### *401 Water Quality Certification*

Phase 1 will require the issuance of two 401 WQCs for the discharge of fill to wetlands (BVW, IVW, and/or LUW) as well as a 401 WQC for dredging in excess of 100 cubic yards. The DSEIR identifies 28 stream crossing locations associated with Phase 1 including two bridges and 26 culverts. Both bridges and ten culverts will be reconstructed as part of the SGR program. All culvert replacements will be designed to meet Stream Crossing Standards to the maximum extent practicable. Phase 1 will replace two culverts in Taunton; 14 will remain in their existing condition. Detailed cross-sections for proposed culverts and bridges and designs will be provided during final design. Culvert design will include hydrological studies to demonstrate that the upstream and downstream hydrology will not adversely impact flood capacity or storage volume in wetlands. As the design progresses, MassDOT should evaluate opportunities for maximizing hydrological connections between wetlands for enhancement and restoration as well as for flood capacity.

Comments from the Massachusetts Division of Marine Fisheries (DMF) indicate that Phase 1 includes culverts and bridges over waterways that support a variety of diadromous fish species. The Middleborough Secondary crosses Box Brook, a tributary to Poquoy Brook, in two locations. Box Brook is listed as supporting a coldwater fishery. Phase 1 will not alter the two existing culverts;

therefore, it will have no short- or long-term effects on coldwater fisheries. The DSEIR indicates that Phase 1 will implement BMPs for erosion and sedimentation controls and time-of-year (TOY) restrictions on construction activity to avoid and minimize impacts to fisheries resources; however, it does not identify specific TOY restrictions. Comments from DMF recommend TOYs to minimize impacts associated with in-water along the Southern Triangle and Middleborough Secondary.

#### *Outstanding Resource Waters*

Vernal pool habitats are protected under the Massachusetts 401 WQC standards as Outstanding Resource Waters (ORWs); there are no other designated ORWs within the Phase 1 study area. Vernal pools were identified within the Phase 1 project area (adjacent to the Middleborough Secondary and new/relocated stations) implementing the same methodology used for the FEIS/R study and approved by NHESP. Investigations were conducted within 100 feet of the ROW of the Middleborough Secondary. The DSEIR includes the results of potential vernal pool investigations associated with Phase 1, including a description and mapping of those meeting the criteria for certification. According to the DSEIR, Phase 1 will not discharge or fill any vernal pools.

#### *Biodiversity*

The DSEIR includes information on conservation areas (including ecosystems, bioregions, Biomap core habitats, and Important Wildlife Habitats (IWH)) adjacent to new Phase 1 elements (Middleborough Secondary and associated new/relocated station). There are no Important Bird Areas in the vicinity of the Phase 1 study area. The DSEIR includes an analysis of biodiversity value and supporting maps/graphics in the Phase 1 project area using the same methodology presented in the FEIS/R.

The DSEIR includes a quantitative and qualitative analysis of impacts to wildlife habitat, wetlands, water quality, water supply, and floodplain. It evaluates direct and indirect impacts to wildlife and their habitat, including hydrologic changes, fragmentation, edge effects, noise and vibration, and restrictions to mobility. Phase 1 will not change hydrology, increase fragmentation, create new edge effects, or result in new noise or vibration effects that will result in impacts to wildlife and their habitat. Phase 1 will add wildlife crossings and increase culvert openness to improve mobility of turtles and other small wildlife. Impacts to migratory birds will be limited to small areas of vegetation removal adjacent to the existing tracks and removal of 1.2 acres of deciduous forest at the proposed East Taunton Station that may provide migratory bird habitat. Phase 1 will avoid impacts to nesting birds by restricting tree clearing to the non-breeding season. It indicates that upgrading the existing active freight line will not impact biodiversity nor any areas of high conservation or habitat value.

#### *Stormwater*

Phase 1 will create approximately 11 acres of new impervious area, some of which was previously reviewed in the FEIS/R as part of the proposed Freetown and Fall River Depot stations (see Land Alteration section). The DSEIR addresses how Phase 1 will comply with the Wetlands Regulations and associated SMS for work proposed in wetland resource areas and buffer zones. The Fall River Depot Station is not subject to the WPA or SMS. The DSEIR includes an analysis of impacts and mitigation along the Middleborough Secondary and station sites including Fall River Depot Station.



Proposed BMPs were sized to mitigate the increase in peak flow rate for the 10-year storm and provide required recharge and water quality volumes. The DSEIR presents conceptual stormwater designs for each station. As station designs are refined and environmental and site constraints are considered, proposed BMPs at the stations will be designed in accordance with MassDEP guidance. Stormwater management plans will be developed to describe collection, treatment, and discharge of stormwater.

The DSEIR considers three of the four stations as a mix of new development and redevelopment, the Middleborough Secondary line as redevelopment, and the Freetown Station as new development. The Phase 1 Study Area will fully comply with the ten MassDEP SMS for new development and will comply with Standards 2, 3, 4, and 6 to the maximum extent practicable for redevelopment. None of the stations contain any type of Land Uses with Higher Potential Pollutant Loading (LUHPPLs), thereby, obviating the requirement to comply with Standard 5. Because the Pilgrim Junction station is located within a Zone II to a municipal groundwater well approximately 3,600 feet away, stormwater runoff will be treated to remove at least 44 percent of total suspended solids prior to discharge to an infiltration structure and the infiltration BMPs will be sized to treat at least one-inch of runoff over the impervious area.

In general, the stormwater design at the stations includes closed drainage systems with deep sump catch basins and piping to collect runoff and convey it to infiltration basins for treatment and recharge, where feasible, before discharging off-site. As the design advances, Low Impact Development (LID) practices that include a combination of detention, infiltration, and treatment techniques, such as rain gardens, water quality swales, and infiltration basins will be proposed to the maximum extent practicable. Infiltration-based BMPs will be used whenever possible to maximize ground water recharge, reduce stormwater volumes, and remove contaminants.

Existing drainage features (ditches and discharge points) along the Middleborough Secondary will be rehabilitated or maintained as required. Improved stormwater management measures will be incorporated into the drainage design to comply with the SMS. Reconstructed features will be designed to collect and convey runoff from the 24-hour, 50-year storm. Proposed ditches may be designed to be deeper than what exists today. Flow that discharges to open ditches upgradient of resource areas will enter sediment forebays for suspended solid removal. Underdrain systems will be installed where ditches are not practicable and daylight to discharge to the same flow path or outlet point as the existing ditch. There are nine certified vernal pools along the Middleborough Secondary. Stormwater BMPs will be set back 100 feet from a certified vernal pool and a habitat evaluation will be performed to demonstrate that the stormwater BMPs will not adverse impact the vernal pool's habitat functions. A 100-foot buffer will be maintained between discharge points and certified vernal pools where feasible.

#### *Vegetation Management and Herbicide Use*

The DSEIR describes ROW maintenance and evaluates the MBTA's Vegetation Management Plan (VMP) and herbicide usage along the ROW and associated impacts to sensitive receptors including wetland resources, public or private drinking water supplies, Priority Habitat, aquatic organisms and water quality. It outlines restrictions on herbicide application, and identifies areas proposed for herbicide use and those that would be designated as a No-Application sensitive area. Specific zones will be identified on project plans submitted during final design and permitting. The DSEIR describes invasive

species that may occur along the Middleborough Secondary, and the proposed monitoring and control program for such invasive species.

#### *Mitigation*

The DSEIR was required to demonstrate that the Phase 1 will avoid, minimize or mitigate impacts to wetland resource areas and water quality to the maximum extent practicable. As a result of significant improvements to the track design, impacts along the freight lines have been reduced considerably since review of the FEIS/R and NPC. The DSEIR outlines a comprehensive mitigation program designed to meet ACOE, MassDEP, and local requirements and performance standards. The DSEIR describes wetland mitigation measures proposed to offset alteration of each resource area. Areas of temporary impact will be restored. Wetland mitigation will be designed and constructed in accordance with the WPA performance standards, and will provide a minimum 1:1 in-situ replacement of the lost wetland area, functions and values, including wildlife habitat. Additional compensation will be provided to meet ACOE mitigation requirements for secondary (indirect) and temporary impacts. The site-specific details of wetland mitigation will be provided in the NOIs, Section 404 ACOE permit and Section 401 WQC applications for Phase 1. The mitigation program will include implementation of construction-period measures to avoid and minimize impacts; post-construction monitoring to document the outcome of replacement/restoration activities and improvements to wildlife habitat; and addressing potential establishment of non-native and/or invasive species.

MassDOT will provide a schedule to MassDEP and the MEPA Office regarding the timing of wetlands permitting and publication of the mitigation plan for wetlands and rare species which was required by the FEIS/R Certificate. Phase 1 will not require a Variance. MassDOT will continue to pursue design and permitting of the Full Build project. MassDOT should consult with the MEPA Office once permitting for the Full Build advances to a point where an updated mitigation plan can be provided.

#### *Waterways*

The DSEIR confirms that new Phase 1 elements are not located within tidelands or the Coastal Zone. Although, the Middleboro Secondary crosses three navigable waterways subject to c. 91 jurisdiction, Phase 1 does not include work within these waterways. These three waterways include the Cotley River (Barstow's Pond) in Taunton, Richmond Brook (Taunton River tributary) in Taunton, and the Furnace Brook in Raynham. The DSEIR indicates that Phase 1 will not affect jurisdictional waterways that were not previously reviewed. MassDOT is currently reconstructing two bridges as part of the SGR program, and no work is proposed at Furnace Brook as part of Phase 1.

MassDEP comments consider any work proposed on these bridge crossings to be maintenance, repair or replacement, and therefore exempt pursuant to the Bridge Exemption. As a result, no c. 91 authorizations will be required for this work. The Weaver's Cove Layover Facility described in the FEIS/R will require a c. 91 License as an Accessory to Water Dependent Use.

#### *Rare Species and Wildlife*

Portions of the Middleborough Secondary are mapped as *Priority* and/or *Estimated Habitat* for the following state-listed species: Three-angled Spike-sedge (Endangered plant); Plymouth Gentian

(Special Concern plant); Long's Bulrush (Threatened plant); Pine Barrens Bluet (Threatened damselfly); and Eastern Box Turtle (Special Concern reptile). These species and their habitats are protected pursuant to the Massachusetts Endangered Species Act (MESA, MGL c.131A) and its implementing regulations (321 CMR 10.00). MassDOT has been actively coordinating with NHESP to discuss and evaluate potential concerns, including the methodology for conducting habitat analysis and surveys for state-listed plant species.

NHESP anticipates that Phase 1 will likely not result in a Take of Long's Bulrush or Pine Barrens Bluet; however, it will likely need to be conditioned in order to avoid a Take of Three-angled Spike-sedge and Plymouth Gentian. Conditions may include, but are not limited to, delineating and avoiding state-listed plants during construction and implementing NHESP-approved vegetation and invasive species management plans within areas where state-listed plants are known to occur.

The Full Build project will likely result in a take of the Eastern Box Turtle. Phase 1 will result in a loss of approximately 1.2 acres of potential habitat (successional habitats along the railbed) and the anticipated loss of a total of 2.45 acres (including habitat along the Middleborough Secondary, Fall River Secondary and New Bedford Main Line). Because proposed work along the Middleborough Secondary represents a phase of a larger common project and Phase 1 will collectively result in the loss of approximately 7.1 acres of suitable upland and wetland habitats, NHESP anticipates that a CMP authorizing the Take of Eastern Box Turtle will be required in order for work along the Middleborough Secondary to proceed. NHESP comments indicate that while the exact details of the long-term Net Benefit required under a CMP have not yet been finalized, it is anticipated that MassDOT intends to meet the CMP performance standards by: providing funding for off-site habitat restoration, management, protection and/or conservation research to benefit Eastern Box Turtle and its habitats in Massachusetts; installing and maintaining appropriate wildlife crossings to improve connectivity between suitable turtle habitats; and implementing NHESP-approved plans to protect state-listed turtles during and after construction. The DSEIR indicates that MassDOT will provide funding to the Eastern Box Turtle mitigation bank equivalent to 3.7 acres of protected habitat. MassDOT should consult with NHESP to ensure this amount satisfies the long-term Net Benefit provision. NHESP anticipates that a suitable long-term Net Benefit can be achieved by providing conservation funding, and that the proposed project should be able to meet the performance standards of a CMP.

The DSEIR further describes how Phase 1 will avoid and minimize impacts to rare species and wildlife. Avoidance measures include locating all stations outside of Priority Habitat; maintaining track construction and culvert replacements within the existing footprint; and time-of-year (TOY) restrictions for tree and vegetation removal to protect Northern Long-Eared Bats and migratory birds (May 1 through July 15). Minimization efforts include single track instead of double track to reduce loss of habitat; replacing/enhancing structurally deficient culverts to improve hydraulic connections and wildlife movement; adjusting grading to reduce loss of plants/wildlife; using retaining walls; replanting disturbed areas; and developing and implementing an invasive species management plan.

#### Noise and Vibration

Phase 1 will introduce potential impacts from noise and vibration to the corridor along the Middleborough Secondary associated with new passenger rail service along an active freight corridor

which could negatively impact sensitive receptors. The DSEIR includes an assessment of noise and vibrational impacts associated with Phase 1 areas that were not assessed in prior MEPA review.

The Federal Transit Administration's (FTA) Noise and Vibration Impact Assessment Guidelines were used to evaluate existing conditions and assess potential impacts of the project, which is consistent with the methodology used in the FEIS/R. While they enforce regulations of certain noise sources, MassDEP's noise regulations (310 CMR 7.10) and Noise Policy are not designed to address transportation sources such as commuter rail trains, which are temporary in nature and transient as opposed to stationary sources. The DSEIR describes evaluation of mitigation for Phase 1 according to the MBTA's Noise Mitigation Policy.

The DSEIR describes the methodology for the study and the land use categories and metrics for evaluating transit-related impacts, including information on background noise levels and monitoring locations. The analysis assumed that horns will be sounded at all proposed grade crossings. Using the FTA guidelines, impacts are categorized as severe, moderate, or no impact depending on the projected increased level of exposure compared to existing noise levels. Temporary construction noise impacts are also expected and will be minimized and mitigated to the maximum extent practicable through incorporation of construction noise controls and noise guidelines into construction documents, which will be enforced during construction.

Diesel train pass-by noise associated with Phase 1 operations (operating train noise without horns) will result in 65 moderate and 24 severe impacts to residential receptors in Taunton with the majority on Battle Row and at the condominiums at 96 Old Colony Avenue; 12 moderate and 6 severe noise impacts to residential receptors in Raynham; eight moderate and three severe noise impacts to residential receptors in Lakeville; and 12 moderate and no severe impacts to residential receptors in Middleborough. Use of train horns at grade crossings will add 26 moderate and 66 severe noise impacts in Taunton, specifically near the Old Colony Avenue grade crossing, and 22 moderate and 20 severe noise impacts in Lakeville. In total, there will be 97 moderate and 33 severe impacts due to train pass-by noise and an additional 48 moderate and 86 severe noise impacts due to train horn noise in the Middleborough Secondary study area.

The MBTA Noise Mitigation Policy (including cost effectiveness criteria that considers expenditure of up to \$30,000 per residence) is used to address severe noise impacted locations. It indicates that mitigation for moderate impacts is not required under the FTA noise and vibration guidance manual. The DSEIR includes specific measures to mitigate severe noise impacts including a 400-foot noise barrier adjacent to Gatsby Drive in Raynham (six receptors) and sound insulation for the remaining 27 severely impacted sensitive receptors. The rail corridor passes through densely developed areas in several municipalities that will experience severe and moderate impacts; however, MassDOT does not identify mitigation for moderate impacts. As project planning continues and MassDOT develops mitigation agreements with municipalities, I encourage MassDOT to reconsider measures to minimize and mitigate moderate and severe impacts. MassDOT implements noise mitigation measures for impacts associated with train operations. The DSEIR provides a discussion of quiet zones at grade crossings or use of wayside horns. It indicates that municipalities must initiate the process to establish quiet zones. Eliminating all or nearly all horn noise impacts would require considerable design analysis and coordination efforts to determine if these measures are feasible.



The DSEIR includes information on the vibration measurements conducted to evaluate existing conditions. Projected vibration levels are compared to FTA criteria which indicate that 80 Velocity level in decibel units (VdB) is a level at which human annoyance is experienced for residential receptors exposed to infrequent events (less than 30 per day). Along the Middleborough Secondary, the total number of daily train operations is 26; therefore the FTA criterion of 80 VdB for residential receptors that experience occasional train events was used to assess impacts along this corridor. The vibration impact assessment indicates that there are 30 receptors along the Middleborough Secondary with overall vibration levels exceeding 80 VdB. MassDOT will conduct a Detailed Vibration Assessment during final design in accordance with FTA guidelines to verify the need for mitigation and to design/specify effective vibration mitigation solutions.

The DSEIR does not provide a comparison of the estimated vibration levels to existing conditions to describe the actual change that will be experienced. The vibration analysis is based on FTA vibration impact criteria, which uses a relationship between train speed and the distance that vibration may propagate, rather than a comparison to existing vibration levels. The FEIS/R stated that monitoring existing vibration levels is not useful, since these levels are not determinative in the impact analysis (unlike noise where existing noise level influences whether or not a receptor is impacted). The FEIS/R also stated that it is rare for vibration from train operations to cause building damage, even minor cosmetic damage. The vibration threshold for minor cosmetic damage, such as possible cracks in plaster walls, is 100 VdB for fragile buildings, which is higher than any levels projected for Phase 1.

Several common rail/transit system measures to mitigate vibration include: continuously welded rail which minimizes vibrations caused by wheels impacting rail joints; ballast and sub-ballast mats to reduce transmission of vibration from the tracks to the ground; resilient rail fasteners; Tire Derived Aggregate (TDA); resiliently supported concrete ties; special hardware such as flange-bearing or moveable-point frogs; turnouts located away from homes and other sensitive buildings, and maintenance programs. The vibration mitigation plan includes ballast mats totaling up to 1,800 feet for 30 dwelling units (three locations). The advanced engineering phase will include more detailed evaluation of vibration and inform the need for and implementation of appropriate mitigation.

#### Cultural Resources

The DSEIR describes potential impacts associated with Phase 1 (direct, indirect, temporary, and permanent) to historic and archaeological resources within an Area of Potential Effects (APE) that were not previously analyzed in the FEIS/R. Comments from ACOE indicate that it anticipates impacts to archaeological sites would be limited to areas associated with proposed fill, culvert replacement/reconstruction, and/or new railroad infrastructure. The new elements of the Phase 1 area do not affect the Taunton River, which is designated a Wild and Scenic River. The DSEIR summarizes the results of archaeological and historic investigations conducted for Phase 1.

The DSEIR evaluates impacts to cultural resources associated with noise and vibration, traffic, visual, physical modifications, and air quality, based on additional archaeological and historic surveys conducted along the Middleborough Secondary and at new station locations. One city-wide multiple resource area in Taunton, one area/district in Taunton, and eight individual historic properties in Middleborough, Lakeville, and Taunton may be adversely affected by implementation of Phase 1 associated with indirect noise (trains and horns) and visual (proximity to ROW). Phase 1 will not

directly effect National Register and State Register-listed or -eligible historic properties on the Middleborough Secondary.

MassDOT identified one National Register-eligible archaeological site in Taunton within the Middleborough Secondary ROW, and moderate and high archaeologically sensitive areas in the Middleborough Secondary ROW, the Pilgrim Junction Station APE, and the East Taunton Station APE. MassDOT will develop an archaeological site avoidance and protection plan (SAPP) for implementation prior to and during construction activities to avoid disturbances to significant cultural deposits. Phase 1 will directly impact the moderate and high sensitivity areas within the proposed limit of work for the new track and associated infrastructure in the Middleborough Secondary ROW and to the moderate sensitivity areas in the proposed limits of work at the Pilgrim Junction and East Taunton stations. MassDOT intends to conduct additional intensive archaeological surveys to identify any archaeological sites that may be impacted in these sensitive portions of the APE. There will be no impacts to archaeological resources in areas assigned low sensitivity in the Phase 1 APE and no further archaeological investigations will be conducted in these areas.

MassDOT will work with ACOE, MHC, and other Section 106 parties including tribal representatives to update the draft Programmatic Agreement (PA), which was developed as part of the Full Build project review, to accurately reflect the conditions and effects of Phase 1. The DSEIR describes mitigation measures that may be considered to avoid, minimize, or mitigate adverse impacts to cultural resources and provided in the revised PA. Mitigation will be based on additional archaeological and historic surveys. Avoiding indirect noise and visual impacts may be addressed for historic resources through design modifications. Minimization options include reducing the extent of ground disturbance, establishing vegetated buffers, and designing noise barriers and sound insulation. Potential mitigation measures for unavoidable impacts include historical documentation, data recovery, interpretative signage, visual screening, use of compatible materials, construction staging and methods, and creative and alternative mitigation strategies for archaeological resources.

MassDOT will provide MHC with project information including scaled existing and proposed conditions plan and the draft Cultural Resources Management Plan for its review and comment as they are developed, along with ACOE's findings and determinations regarding potential effects and opinion regarding the need for additional archaeological survey.

#### Oil and Hazardous Materials

The DSEIR describes the potential presence or release of Oil or Hazardous Materials (OHM) in relation to the Phase 1 Study Area during construction and operation and supplements information provided in the FEIS/R that was not previously reviewed. Potential operational impacts of new elements as part of Phase 1 may include spills or releases of OHM. Spills of diesel fuel or hydraulic fluids resulting from a train derailment or during construction activity are unlikely. MassDOT will implement measures to prevent and control such spills, including a Spill Control Program in compliance with MBTA policy and the Massachusetts Contingency Plan (MCP; 310 CMR 40.0000). Contaminated rail beds may be exempt from the reporting requirements of the MCP; however, excavated/relocated materials may be subject to the MCP or other regulations.

OHM may already be present on proposed station sites or along the Middleborough Secondary (ROW) in soils or groundwater, or in existing buildings. MassDOT will conduct environmental site assessments (ESAs)/environmental screenings to assess the potential for encountering OHM during construction and to identify remediation. MassDOT will be responsible for site cleanup pursuant to the MCP. A Permanent Solution must be achieved for regulatory closure of a release site. Several state and federal regulatory programs also govern the requirements for site remediation, transport of regulated hazardous materials, and potential spills during construction.

The DSEIR characterizes the existing and anticipated solid and hazardous waste generated for Phase 1 (new stations and track upgrades). It addresses MassDEP comments regarding development of a soils management plan to manage risk of exposure to materials during construction. Work that would generate solid waste is limited to the replacement along the Middleborough Secondary, which would be done under MassDOT's SGR program.

Proposed station locations at Pilgrim Junction and East Taunton include identified recognized environmental conditions (RECs) on-site or within buildings including asbestos, lead, etc. A potential exists for encountering OHM impacts when demolishing buildings or constructing new stations and tracks, which would require appropriate soil and groundwater management/handling. The DSEIR summarizes the RECs and potential environmental concerns for station sites and along the Middleborough Secondary. Prior to acquisition and/or construction on proposed parcels associated with the Freetown, Fall River Depot, Pilgrim Junction and East Taunton stations and along the Middleborough Secondary ROW, MassDOT will conduct further evaluations (including sampling) for subsurface contamination because these locations have RECs with a high or medium potential to impact each site. Remediation or soil/groundwater management during construction could be required.

The DSEIR describes the mitigation requirements for management of contaminated media (soil and groundwater) and regulatory compliance that may be required during construction and post-construction. MassDOT may hire the services of a Licensed Site Professional (LSP) to provide guidance regarding response actions and notification requirements pursuant to the MCP. MBTA will coordinate response action activities for Phase 1 through a Special Project Designation (SPD) Permit from MassDEP. Ultimately, response actions will result in a Permanent Solution with No Conditions for each release tracking number (RTN). However, additional response actions beyond those required for Phase 1 construction may be necessary at some sites to achieve regulatory closure. These response actions could occur pursuant to the MCP under provisions such as those of a Release Abatement Measures (RAM) Plan, SPD Permit, or others, and applicable MCP policies pertaining to construction and waste management.

#### Conclusion

MEPA review of the South Coast Rail project has included extensive and detailed analysis of routes, technology and operations to meet the project goal of providing rail service to Fall River and New Bedford. It has included robust commentary on the project design and selection of alternatives. The Scope for the DSEIR was limited to the proposed changes associated with Phase 1 of the project.

The Certificate on the NPC indicated that the MEPA regulations include a "rollover provision" at 11.08(8)(b)(2) which indicates that upon review of a Draft EIR (DEIR), I may determine that no substantive issues remain to be addressed and:

- publish notice in the next Environmental Monitor that the DEIR shall be reviewed as a Final EIR (FEIR); *or*
- require the Proponent to file a Response to Comments on the DEIR and Proposed Section 61 Findings and publish notice in the next Environmental Monitor that the responses and findings shall be filed, circulated, and reviewed as a FEIR.

Based on a review of the DSEIR, consultation with State Agencies, and review of comment letters, I have determined that: the DSEIR adequately and properly complies with MEPA and its implementing regulations and that there are no substantive issues that remain to be addressed through MEPA review. Therefore, MassDOT will provide a Response to Comments on the DSEIR and Proposed Section 61 Findings. Notice will be published in the next Environmental Monitor that the responses and findings shall be filed, circulated, and reviewed as a FSEIR.

#### SCOPE

##### General

The FSEIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Scope. The FSEIR should clearly demonstrate that MassDOT has sought to avoid, minimize and mitigate Damage to the Environment to the maximum extent feasible.

##### Mitigation and Draft Section 61 Findings

The FEIS/R contained draft Section 61 Findings associated with each separate State Agency Action identified for the Full Build project. The FSEIR should include an updated and revised chapter that summarizes mitigation measures associated with Phase 1 including a summary table of all mitigation commitments. The FSEIR should include proposed mitigation measures for Phase 1, contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation. Any changes to mitigation and/or draft Section 61 Findings since issuance of this Certificate should be noted.

##### Responses to Comments

The FSEIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the FSEIR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended, and shall not be construed, to enlarge the scope of the FSEIR beyond what has been expressly identified in this Certificate.

Circulation

MassDOT should circulate the Response to Comments and draft Section 61 Findings to those parties who commented on the ENF, DEIS/R, FEIS/R, the NPC, and DSEIR, to any State and municipal agencies from which MassDOT will seek permits or approvals, and to any parties specified in section 11.16 of the MEPA regulations. To save paper and other resources, MassDOT may circulate copies to commenters other than State Agencies in a digital format (e.g., CD-ROM, USB drive) or by directing commenters to a project website address. However, MassDOT must make available a reasonable number of hard copies to accommodate those without convenient access to a computer to be distributed upon request on a first come, first served basis. MassDOT should send a letter accompanying the digital copy or identifying the web address of the online version of the Response to Comments and draft Section 61 Findings indicating that hard copies are available upon request, noting relevant comment deadlines, and appropriate addresses for submission of comments. A digital copy of the complete document should be provided to the MEPA Office. A copy of the Response to Comments and draft Section 61 Findings should be made available for review at the Public Libraries in the South Coast region municipalities.

March 30, 2018

Date



Matthew A. Beaton

## Comments Received:

03/15/2018 Massachusetts Historical Commission (MHC)  
 03/21/2018 Massachusetts Natural Heritage and Endangered Species Program (NHESP)  
 03/23/2018 Massachusetts Division of Marine Fisheries (DMF)  
 03/23/2018 Massachusetts Department of Environmental Protection (MassDEP)  
 03/23/2018 U.S. Army Corps of Engineers (ACOE)  
 03/12/2018 State Senator Michael J. Rodrigues  
 03/19/2018 State Representative Robert M. Koczera  
 03/22/2018 State Representative William M. Straus  
 03/22/2018 State Representative Carole Fiola  
 03/22/2018 State Representative Christopher M. Markey  
 03/22/2018 State Representative Susan Williams Gifford  
 03/22/2018 State Representative Alan Silva  
 03/23/2018 State Representative Antonio F.D. Cabral  
 03/23/2018 State Senator Walter F. Timilty  
 03/23/2018 State Representative Keiko Orrall  
 03/23/2018 State Representative Paul A. Schmid  
 03/23/2018 State Senator Mark Montigny  
 03/23/2018 State Representative Dylan Fernandes

03/23/2018 State Senator Marc R. Pacheco  
 03/27/2018 State Senator Joseph A. Boncore  
 02/16/2018 Steve Castellina  
 02/20/2018 Jonathan F. Mitchell, Mayor, City of New Bedford  
 02/21/2018 David Brodeur  
 02/22/2018 Robert M. Caron  
 02/22/2018 Paul S. Medeiros, JOBS for Fall River, Inc.  
 02/23/2018 Maria Moniz  
 02/23/2018 Maria Ferreira-Bedard, Southeastern Massachusetts SER-Jobs for Progress, Inc.  
 02/25/2018 Joan R. Wickersham  
 02/27/2018 Senator Joan M. Menard  
 02/28/2018 Melinda L. Ailes  
 02/28/2018 Bruce E. Fernandes  
 03/01/2018 Alan Slavin  
 03/03/2018 Lloyd Mendes  
 03/05/2018 Steve Voluckas (2<sup>nd</sup> comments on 03/22/2018; emailed duplicate information)  
 03/05/2018 George A. Seaver  
 03/06/2018 Lisa Boragine  
 03/07/2018 Town of Easton Board of Selectmen  
 03/07/2018 Wally Glendye  
 03/09/2018 Robert J. La Tremouille  
 03/12/2018 Abraham Brody  
 03/12/2018 Norman and Beth Vieira  
 03/14/2018 Dr. T.K. Roy  
 03/16/2018 Paul Chasse  
 03/16/2018 Karen Bailey Almeida  
 03/16/2018 Maggie Tomkiewicz  
 03/16/2018 John Vaughn  
 03/16/2018 Freeman Hill  
 03/16/2018 Bill Boles  
 03/16/2018 Jeanne Fuller-Jones  
 03/16/2018 Christopher D'Anna  
 03/16/2018 Stephen T. Lewin  
 03/16/2018 Debby Boiros  
 03/16/2018 Linda Moniz Perry  
 03/16/2018 Stacy Antonio  
 03/16/2018 Megan Faber  
 03/16/2018 Greg Murphy  
 03/16/2018 Marlene Jones  
 03/16/2018 Ann Marie Guinen  
 03/16/2018 Kate Lanagan MacGregor  
 03/16/2018 Debrah Atteberry (2<sup>nd</sup> comments on 03/22/2018)  
 03/16/2018 Joseph D. Pacheco (2<sup>nd</sup> comments on 03/22/2018)  
 03/16/2018 Paul Helgesen  
 03/16/2018 Cindy Senra  
 03/16/2018 Dean Martin, Karen Martin, and Shawn Martin

03/16/2018 Kerrie McNamara  
 03/16/2018 Susan P. Haley  
 03/16/2018 Becky Pulley  
 03/16/2018 Jackie Connolly  
 03/16/2018 gchace  
 03/17/2018 Dave Dubak  
 03/17/2018 Carol Leonard  
 03/17/2018 Caryn Campbell  
 03/18/2018 Rahim Aghai  
 03/19/2018 Benita Rose Montiero  
 03/19/2018 Richard Connor  
 03/19/2018 Ann Soares  
 03/19/2018 Dawn Rusin  
 03/19/2018 Joseph J. Gomes  
 03/19/2018 Bob Lima  
 03/19/2018 Stephanie Harding  
 03/19/2018 BayCoast Bank  
 03/19/2018 Plimoth Investment Advisors  
 03/19/2018 Partner's Insurance Group  
 03/19/2018 Louis Gitto  
 03/19/2018 Nona Sbordone  
 03/19/2018 Patrick Gannon  
 03/20/2018 Cathleen M. Salley (2<sup>nd</sup> comments on 03/22/2018)  
 03/20/2018 Greater Attleboro Taunton Regional Transit Authority (GATRA)  
 03/21/2018 Margarita Graham  
 03/21/2018 Gillian and David Holroyd  
 03/21/2018 Kristi Butler  
 03/21/2018 David Slutz (duplicate dated 03/22/2018)  
 03/21/2018 Jody Seivert  
 03/21/2018 Chuck Lord  
 03/21/2018 Independence Associates, Inc. and Massachusetts Association of Centers for Independent Living  
 03/21/2018 Helena DaSilva Hughes  
 03/21/2018 David A. Cabral  
 03/21/2018 Marji Maddigan-Wyatt  
 03/21/2018 Richard Prone  
 03/21/2018 Town of Lakeville Board of Selectmen  
 03/21/2018 Claudia Bender  
 03/21/2018 Will Keene (duplicate addressed to MassDOT)  
 03/21/2018 Celia and Rob DelGaudio  
 03/21/2018 John T. Doherty  
 03/21/2018 Laura L. Douglas, Ph.D. (duplicate addressed to MassDOT)  
 03/21/2018 Timothy Cole  
 03/22/2018 Stella Xifaras-Piva (2<sup>nd</sup> comments same date)  
 03/22/2018 Kreg R. Espinola  
 03/22/2018 Ian Abreu, Councilor, City of New Bedford

03/22/2018 Jeanne Azar Padilla  
 03/22/2018 Deven Q. Robitaille (2<sup>nd</sup> comments same date)  
 03/22/2018 Kerri Kuehne  
 03/22/2018 Mary-Carol Cate  
 03/22/2018 Christopher Howard  
 03/21/2018 Old Colony Planning Council (OCPC) (revised on 03/22/2018)  
 03/22/2018 Nathan C. Vaughan  
 03/22/2018 Sydney Lewis  
 03/22/2018 Tracy Silva Barbosa  
 03/22/2018 Heidi McNeil  
 03/22/2018 Kathleen Guarino  
 03/22/2018 Ushminder Kaur  
 03/22/2018 Joyce D. Lopes  
 03/22/2018 Public Employees for Environmental Responsibility (PEER)  
 03/22/2018 Dawn Gaudreau  
 03/22/2018 Judy Perry  
 03/22/2018 Sheryl Sears  
 03/22/2018 Dawn Devlin  
 03/22/2018 Town of Stoughton  
 03/22/2018 William M. Callahan  
 03/22/2018 Andrea Belanger  
 03/22/2018 Gloria Vincent  
 03/22/2018 New Bedford Economic Development Council (2<sup>nd</sup> comments on 03/23/2018)  
 03/22/2018 Kenneth Silva  
 03/22/2018 Cate LePage  
 03/22/2018 Steven A. Camara, Councilor, City of Fall River  
 03/22/2018 Stephen R. Long, Councilor, City of Fall River  
 03/22/2018 Erik Tracey  
 03/22/2018 William H. Reidy  
 03/22/2018 David  
 03/22/2018 Melanie Wallis  
 03/22/2018 Rene Davey  
 03/22/2018 Crystal Bradwin  
 03/22/2018 Scott M. Bernard, Esq.  
 03/22/2018 Town of Freetown Board of Selectmen  
 03/23/2018 Elizabeth Isherwood  
 03/23/2018 Jessamyn Finnegan  
 03/23/2018 Barbara J. Hall  
 03/23/2018 Allin Frawley, Town of Middleborough Board of Selectmen Chairman  
 03/23/2018 SouthCoast Development Partnership  
 03/23/2018 Norman J. Orall  
 03/23/2018 Town of Fairhaven Board of Selectmen  
 03/23/2018 Ellen Gitlin  
 03/23/2018 Douglas Brown  
 03/23/2018 Howe Allen  
 03/23/2018 Thomas C. Hoye, Jr., Mayor, City of Taunton

03/23/2018 Bristol County Chamber of Commerce  
03/23/2018 Alan C. Freitas  
03/23/2018 Jasiel F. Correia II, Mayor, City of Fall River  
03/23/2018 Hugh C. Dunn, Esq., Councilor, City of New Bedford  
03/23/2018 Dom Lee  
03/23/2018 Southeastern Regional Planning and Economic Development District (SRPEDD)  
03/23/2018 Finger Lakes Railway Corporation  
03/23/2018 Leo O. Pelletier, Councilor, City of Fall River  
03/23/2018 Mass Audubon  
03/23/2018 Massachusetts Sierra Club  
03/23/2018 Andrew Jennings  
Donna Horvath  
Marcus D. Ferro, Esq  
Larry Pare  
Remy Nikka  
Alexander Silva  
Paul Chenard  
Jen Cote  
03/26/2018 Alan Moore  
03/26/2018 Karla Mantini  
03/26/2018 Livable Streets Advocacy Committee

MAB/PPP/ppp



This Page Intentionally Left Blank.



## Responses to Agency and Elected Officials' Comments

---



This Page Intentionally Left Blank.



**Patel, Purvi (EEA)**

**From:** Anacheke-Nasemann, Alan R CIV USARMY CENAE (US)  
<Alan.R.Anacheke-nasemann@usace.army.mil>  
**Sent:** Friday, March 23, 2018 6:17 PM  
**To:** Fox, Jean (DOT); Avery, Meredith  
**Cc:** Patel, Purvi (EEA); timmermann.timothy@epamail.epa.gov; Feeney, Eileen (FWE); Marold, Misty-Anne (FWE); Ross, Christopher (DEP); Newman, Barbara H CIV CENAE CENAD (US)  
**Subject:** Department of the Army Permit Application No. NAE-2018-00675/MA EEA No. 14346: South Coast Rail Project Phase 1 (UNCLASSIFIED)  
**Attachments:** SCRPhase1SDEIR Comments.pdf; NAE-2018-00675 (SCR Ph 1) IT.pdf  
**Importance:** High

CLASSIFICATION: UNCLASSIFIED

Jean, Meredith & Team:

Attached are our cover letter and comments on the anticipated application for South Coast Rail Phase 1, and the Draft Supplemental Environmental Impact Report filed with the Massachusetts Executive Office of Energy and Environmental Affairs. I look forward to the next steps of review for your impending Corps permit application.

Sincerely,

*Alan R. Anacheke-Nasemann*

Alan R. Anacheke-Nasemann, PWS  
Sr. Project Manager/Ecologist, Regulatory Division  
New England District, U.S. Army Corps of Engineers  
696 Virginia Rd.  
Concord, MA 01742-2751  
978-318-8214/8303 (FAX)

CLASSIFICATION: UNCLASSIFIED



DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS  
NEW ENGLAND DISTRICT  
696 VIRGINIA ROAD  
CONCORD MA 01742-2751

March 23, 2018

Regulatory Division  
File No. NAE-2018-00675

Jean Fox  
Massachusetts Department of Transportation  
10 Park Plaza, Room 4150  
Boston, MA 02116-3973

Dear Ms. Fox:

The Corps of Engineers has reviewed the Draft Supplemental Environmental Impact Report (DSEIR) as prepared for the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA). We understand that the Massachusetts Department of Transportation (MassDOT) intends to construct an interim commuter transportation system (South Coast Rail, Phase 1) along existing freight lines, including the "Southern Triangle" previously reviewed in the joint Corps/EOEEA Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) dated September 23, 2013, and the Middlebury Secondary line, between Myrick's Junction and the existing MBTA Middleborough-Lakeville commuter rail line. We further note that the "Phase 1" option is considered an interim plan in order to provide limited commuter rail service between Boston and the South Coast cities of New Bedford and Fall River, approximately 8 years earlier than current projections suggest that the full South Coast Rail commuter service alternative ("Stoughton Electric") could be feasibly built.

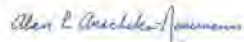
The Corps has identified Phase 1 as a separate, albeit related project with independent utility from the above-noted Stoughton Electric alternative. Accordingly, we have assigned it a new Corps of Engineers file number (NAE-2018-00675). We understand you intend to submit a Department of the Army permit application for Phase 1 in the near future. Please note that any permit decision resulting from review of the impending Phase 1 application in no way guarantees eventual permit issuance by the Corps for Phase 2 ("Full Build," which retains the original file number, NAE-2007-00698) or any other alternate and/or incremental step thereto. We understand that you continue to pursue eventual approval of the Full Build option, albeit the current focus is on Phase 1, so as to expedite commuter rail service between Boston and the South Coast. Please also note that, notwithstanding projected aquatic resource impacts less than 1 acre, the Corps expects to assert our discretionary authority to require an Individual Standard Permit, with a complete public interest review and federal National Environmental Policy Act (NEPA) review process for Phase 1, primarily because we expect that this well-known and highly complex project will generate considerable public interest and input.

We have reviewed the DSEIR and find it to be comprehensive and well-written, with substantial details of the proposed use of the Middleboro Secondary line and the likely impacts thereof. Attached herewith are comments and questions regarding specific sections and chapters of the document for which we seek additional details and/or clarity. These are identified by page number and chapter of the DSEIR, often with applicable text therein presented here in italics, followed by Corps questions and/or commentary on same. We expect that issues raised therein can be updated and/or clarified in the forthcoming DA permit application.

Finally, we note that the original FEIS/FEIR is at this writing nearly five years old. The Corps continues to await 30% design plans of the Stoughton Electric Alternative before we can complete our Record of Decision and (if we find it warranted) a subsequent DA permit for same, a minimum of 30 days later. We understand that these details may not be provided for some time. Given that circumstances such as availability of planned station sites and/or environmental factors could change, you should expect that, depending on proposed construction details and NEPA requirements at that time, a considerable update of the FEIS/FEIR, and/or other details may be necessary at such time as you are prepared to submit the updated Stoughton Electric permit application.

If you have any questions pertaining to this letter and/or Corps review of the South Coast Rail phases, please contact me at 978-318-8214, or via e-mail at: [alan\\_r.anacheka-nasemann@usace.army.mil](mailto:alan_r.anacheka-nasemann@usace.army.mil)

Sincerely,



Alan R. Anacheka-Nasemann, PWS  
Sr. Project Manager/Ecologist  
Regulatory Division

Copies furnished:

Timothy Timmermann, USEPA Region 1, Boston, MA, [Timmermann.Timothy@epa.gov](mailto:Timmermann.Timothy@epa.gov)  
Purvi Patel, MA Executive Office of Energy & Environmental Affairs, Boston, MA, [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)  
Christopher Ross, MADEP-SERO, Lakeville, MA, [Christopher.Ross@state.ma.us](mailto:Christopher.Ross@state.ma.us)  
Misty-Anne Marold, MA NHESP, Westborough, MA, [Misty-Anne.Marold@state.ma.us](mailto:Misty-Anne.Marold@state.ma.us)  
Eileen Feeney, MA DMF, New Bedford, MA, [Eileen.Feeney@state.ma.us](mailto:Eileen.Feeney@state.ma.us)  
Meredith Avery, VHB, Boston, MA, [MAvery@vhb.com](mailto:MAvery@vhb.com)

U.S. Army Corps of Engineers Comments: South Coast Rail Draft Supplemental EIR

- 1.01 P. 1-11 (Ch. 1.9): Anticipated Schedule:
  - The Corps notes that securing permits by September 2018 is an ambitious schedule considering the complexities of the Individual Standard Permit process.
- 1.02 P. 2-4 (Ch. 2.1): "Sections 2.4 and 2.5 describe the reasons that Phase 1 Service is practicable and meets the Project purpose."
  - The Corps notes that the overall project purpose is met through construction of the Stoughton Electric option and was predicated on the full build project as originally proposed. The Phase 1 project is primarily intended to expedite limited service to the south coast while the full build proceeds.
- 1.03 P. 2-50 (Table 2-5):
  - We are curious as to the feasibility and average trip times of at least 2 express trains (one serving New Bedford; the other, Fall River) in each direction.
- 1.04 P. 2-56 (Ch. 2.6.7: Stations)
  - What short- and long-term effects will the planned expansion of South Station have on Phase 1? On full build?
- 1.05 P. 3-11 (Ch. 3.3.4: Freetown Station)
  - What are the ridership implications of losing 73 parking spaces here under the Phase 1 scenario? Under the full build scenario?
- 1.06 P. 5-35 (Ch. 5.5.2: Taunton Traffic)
  - On p. 5-28, The DSEIR acknowledges state plans to reconstruct the MA-24/MA-140 interchange. Are Taunton traffic projections based on current conditions, or the proposed rebuild, and what are implications of the rebuild for access to the proposed East Taunton station?
- 1.07 P. 8-58 (8.2.5: Mitigation): "The site specific details of all proposed wetland mitigation actions will be provided in the WPA Notice of Intent and the Section 404 DA permit and Section 401 (WOC) application materials for Phase 1."
  - The \$404 Application will need to include a stand-alone wetland mitigation plan that complies with Corps of Engineers New England District Monitoring timeline and schedules, unless the Corps-approved In-lieu-fee program becomes the sole form of federal wetland mitigation. The mitigation plan must be compatible with Corps mitigation guidance found at: [http://www.nae.usace.army.mil/portals/74/docs/regulatory/Mitigation/2016\\_New\\_England\\_Compensatory\\_Mitigation\\_Guidance.pdf](http://www.nae.usace.army.mil/portals/74/docs/regulatory/Mitigation/2016_New_England_Compensatory_Mitigation_Guidance.pdf)

P. 8-68 (8.2.6.3: Clean Water Act Section 404; Minimization): *“Minimization of impacts to wetland resource areas within the southern triangle has occurred since the publication of the SCR FEIS/FEIR which estimated a total of 7 acres of vegetated wetland impact within the southern triangle for the preferred alternative. The current estimate of the impacts to these resource areas, including new areas along the Middleborough Secondary, from the Phase 1 project is 0.4 acres.”*

- The DSEIR generally assumes that southern triangle impacts are already fully vetted in the FEIS/FEIR. However, notwithstanding (1) the fact that electric catenary structures in wetlands are not part of the Phase 1 project, and (2) re-design of track sections as shown in Illustration 8.2-1 (p. 8-53), the change from 7 to 0.4 acres of impact – including the Middleboro Secondary – is surprising. The Corps will need additional information as part of the forthcoming §404 permit application, to show the prior estimated and mapped wetland/waterway impact areas in the southern triangle compared to those now proposed, as well as similar details of the Middleboro Secondary, along with narrative details of track conditions and practicable construction redesign techniques that would so thoroughly minimize wetland impacts compared to original projections.

P. 9-13 (9.2.1: Biodiversity – Other Areas of Biodiversity Importance): *“Atlantic white cedar swamps are listed by NHESP as Priority Natural Community. This community type includes Atlantic white cedar (Chamaecyparis thyoides), in association with red maple, fetterbush (Leucothoe racemosa), common winterberry, swamp azalea, cinnamon fern, and royal fern (Osmunda regalis). This community may occur in scattered locations near the Middleborough Secondary.”*

- Atlantic white cedar swamps also occur within the southern triangle, particularly near Myrick’s Jct., the Mass Audubon owned and managed Assonet Cedar Swamp, and Acushnet Cedar Swamp. The Corps notes that Atlantic white cedar wetlands can be extremely vulnerable to even slight changes in water table elevations and/or flow regimes. Notwithstanding the condition and/or operational status of existing culverts under the railroad tracks within or near these resources, the Corps will want to ensure that these culvert replacements and/or construction activities within or proximal thereto will not in any way compromise or harm the narrow hydrology ranges upon which these resources depend. Accordingly, the Corps will ensure that Mass Audubon and/or other pertinent organizations (private or governmental) that manage these sensitive resources are provided with public notices and/or other notifications, concerning said resources in the vicinity of rail/infrastructure activities, whether apportioned among “state-of-good-repair,” Phase 1, or full build activities associated with South Coast Rail. Corps authorizations in this regard will include consideration of those parties’ comments concerning project impacts on said sensitive aquatic resources.

PP. 9-31 – 9-46 (Figure 9-4):

- The Corps is pleased to see proposed wildlife crossings on the sheets as presented here, but it is at least somewhat unclear as to the placements as proposed, and for what taxa (e.g., turtles, salamanders, or other wildlife). We also note instances in which crossings

are found near some particular mapped resource types (e.g., shrub swamp, wooded swamp deciduous), but appear to be lacking in others where they would seemingly make sense (e.g., vernal pools on opposite sides of the track on pp. 4 and 5 of 7). The Corps would also be interested in monitoring studies that assess wildlife crossings before and after such structures are installed, to determine their overall efficacy in ameliorating barriers that currently result in metapopulations confined to opposite sides of the track and which likely currently impact biodiversity.

1.11 P. 9-52 (Mitigation Measures): *“Under-rail troughs will be constructed within upland areas where eastern box turtle habitat is adjacent to the Middleborough Secondary. This crossing structure was used successfully in another rail project in Massachusetts, the Greenbush Rail Line project.”*

- The Corps Project Manager (and possibly other Corps and partner agency staff) would appreciate an opportunity to observe these structures in the field. Have any tracking studies been completed to determine their efficacy?

1.12 P. 9-54 (MA Endangered Species Act): *“The South Coast Rail Project, Phase 1, will result in a “take” of rare species (eastern box turtle) and will require a Conservation Management Permit.”*

- The Corps is surprised by this finding, as we do not see obvious evidence that construction techniques and/or timing cannot be adequately refined so as to avoid such a take. Further, the statements throughout the document that proper turtle crossings would be installed leads us to believe that rebuilding of the Middleborough Secondary (and Southern Triangle) are more likely to result in net enhancement (not compromise) of turtle habitat and/or migration corridors. While the Corps defers to NHESP regarding the need for a (State) Conservation and Management Permit, we are curious as to the reasons why MassDOT has concluded that a “take” is a likely outcome.

1.13 P. 10-13 (Section 10.2.3, Existing Vibration Measurements):

- What is the current freight velocity and concomitant noise/vibration on the Middleborough Secondary in its current condition and how would this compare to diesel passenger trains on the proposed continuously-welded track? Would track updates be expected to result in higher freight velocities leading to higher noise?

1.14 • What are the implications to noise/vibration and associated disturbance to residents of the proposed switching of operational timeframes of freight to night-time rather than current daytime operations?

1.15 PP. 11-6 (11.2.2 Middleborough Secondary Right-of-Way): *“Over three dozen other pre-contact archaeological sites are recorded within a one-half mile radius of the Middleborough Secondary ROW”*

- The Corps cannot find rationale for such sites being included within the Area of Potential Effects. Pursuant to our regulations at Appendix C to 33 CFR 325, we believe

impacts to archaeological sites would be limited solely to areas where fill, culvert and/or new RR infrastructure would be installed (i.e., the Corps "Permit Area").

P. 11-11 (11.3.2 Archaeological Resources): *"There will be no impacts to archaeological resources in areas assigned low sensitivity in the Middleborough Secondary ROW, portions of the Pilgrim Junction Station and East Taunton Station, and in all of the Freetown Station and Fall River Depot Station parcels. No further archaeological investigations are needed in these low sensitivity areas."*

- The Corps will be checking with Tribal Historic Preservation Officers and staff as to the veracity of this statement; MassDOT should not in the meantime assume that the Corps concurs with this statement until the subject Programmatic Agreement is signed and the §106 process is complete.

P. 11-20 (11.5.3.1 Historic Resources – Visual Screening): *"While the original construction of the railroad in the nineteenth-century may have "fit in" with the aesthetic nature of the communities, the reactivation of the rail line using modern materials and safety standards, faster engines, and larger passenger cars may result in undesirable changes in the visual environment."*

- Notwithstanding "original construction," the railroad today is operating modern freight trains (not 19<sup>th</sup>-Century era coal-fired steam engines), and it thus seems that this would be the relevant (contemporary) context for measuring impacts (i.e., of the change from freight to commuter trains) on historic resources, which the Corps would likely find to be small, if even measurable.

P. 13-5 (13.2 Indirect Effects): *"Moving the existing commuter rail station from the Middleborough/Lakeville Station to Pilgrim Junction Station is not expected to create new development opportunities, as such opportunities would just shift from one station to the other."*

- This statement is confusing in that it addresses "new" development opportunities, and seems to imply that such opportunities exist today at the existing station, and would simply shift to the new station, once built. However, it does not address existing businesses (if any) adjacent to the existing station, or how moving the station might affect same. If (for example) existing retail outlets currently rely on business from commuters parking at the existing station, what becomes of those existing businesses once the station moves? Would they be expected to simply move also? The NEPA document for Phase 1 will need to at least generically address such economic impacts.

P. 14-10 (14.4.5 Climate Change): *"In addition, Phase 1 will help improve the SCR Project's future flexibility and adaptive capacity by providing an alternate route that will continue to connect the South Coast to Metro Boston in the case of an emergency that renders the Stoughton Line temporarily inoperable."*

- Since the full-build would use electric locomotives, whereas Phase 1 would use diesel, it appears that this emergency scenario would be more complex than simply switching the

route traveled on a temporary basis. Is this indeed feasible, particularly on a short-term basis?





Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

Charles D. Baker  
Governor

Karyn E. Polla  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Martin Sluiter  
Commissioner

March 23, 2018

Matthew A. Beaton,  
Secretary of Environment and Energy  
Executive Office of Energy & Environmental  
Affairs  
ATTN: MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: DSEIR Review EOEAA # 14346  
SOUTHEASTERN MASS  
South Coast Rail - Phase 1 Service

Dear Secretary Beaton,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Draft Supplemental Environmental Impact Report (DSEIR) for the Proposed South Coast Rail - Phase 1 Service Project (the Project) to service the MassDOT Right of Way (ROW) from Middleborough to New Bedford and Fall River, Massachusetts (EOEEA # 14346). The Project Proponent provides the following information for the Project:

As described in the previous MEPA filings, the Project will provide electric commuter rail service, with stops at the reconstructed Canton Center Station and the relocated Stoughton Station as well as ten new stations (North Easton, Easton Village, Raynham Place, Taunton, Taunton Depot, Freetown, Fall River Depot, Battleship Cove, Kings Highway, and Whale's Tooth). Two new overnight layover facilities will be constructed (Weaver's Cove in Fall River and Wamsutta in New Bedford). The Project will use 15.5 miles of the existing Northeast Corridor infrastructure between Boston and Canton Junction; improve 3.8 miles of existing track from Canton Junction to Stoughton; restore track infrastructure on the 16.4-mile Stoughton Line between Stoughton and Taunton; reconstruct 20 miles of the New Bedford Line from Taunton to New Bedford; and reconstruct 12.3 miles of the Fall River Line between Berkley and Fall River. The Project will add a second track and passing sidings where needed to support the future commuter and freight operations. The Project will also reconstruct or replace railroad bridges over roads and waterways, and will need to reconstruct three highway bridges that cross over the railroad. The Project will also restore grade crossings along the inactive Stoughton-to-Taunton segment, and upgrade equipment and signals at all at-grade crossings to meet modern standards.

### Bureau of Water Resources (BWR)

**Water Supply Protection and Stormwater Management Comments:** The Proponent has identified potential impacts to Public Water Supplies and has proposed appropriate stormwater Best Management Practices to minimize potential impacts.

**Wetlands Regulation Program Comments:** The Project referred to as "Phase 1" will improve existing track infrastructure, add stations and overnight layover facilities. A second set of tracks will be added at strategic locations along the route.

The DSEIR analyzes new elements being proposed as part of Phase 1 which include:

- Improvements to track infrastructure on the Middleborough Secondary Line;
- A new Station at Pilgrim Junction in Middleborough;
- A new Station in East Taunton south of Cotley Junction;
- Modifications to previously studied stations at Freetown and Fall River Depot; and
- Use of diesel locomotives for Phase 1 Service, with lower emission Tier 4 locomotives phased into the fleet.

In conjunction with the filing of the DSEIR, several of the Notices of Intent (NOIs) have been filed under the Wetlands Protection Act with the respective Conservation Commissions. Where applicable, the NOIs include the following wetland resource areas:

- Bordering Vegetated Wetlands (BVW);
- Land Under Water Bodies & Waterways (LUW);
- Bank;
- Riverfront Area;
- Bordering Land Subject Flooding (BLSF);
- Land Subject to Coastal Storm Flowage (LSCSF); and
- Demonstrated compliance with the applicable Stormwater Standards.

The Status of each NOI is as follows:

- FALL RIVER SE 24-699; Hearing closed; Order of Conditions (OOC) not yet issued. NOI Impacts: Bank 318 feet, LSCSF 16,579 ft<sup>2</sup>, Riverfront 7,372 ft<sup>2</sup>.
- NEW BEDFORD SE 49-777; Layover Station; OOC issued 12/29/17; No Wetland Impacts.
- NEW BEDFORD Track Work NOI to be filed.
- FREETOWN SE 26-613; Track work New Bedford Line; OOC Issued 2/27/18; Approved Impacts: Bank 2,135 feet, LUW 2,160 ft<sup>2</sup>, and Riverfront 27,524 ft<sup>2</sup>.
- BERKLEY SE 4-569; New Bedford Main/Fall River Secondary Track Work; OOC Issued 1/22/18; Impacts: Bank 476 feet, BVW 3,330 ft<sup>2</sup>, LUW 1,342 ft<sup>2</sup>, BLSF 4,468 ft<sup>2</sup>.
- TAUNTON SE 73-2741; Station & New Bedford Main Line & Portion of Middleboro Secondary Track Work; OOC Issued 2/16/18; Impacts: Bank 1015 feet, BVW 4,230 ft<sup>2</sup>, LUW 5,219 ft<sup>2</sup>.
- TAUNTON SE 73-2740; Middleboro Secondary Track Work; OOC Issued 2/16/18; Impacts: Bank 6 feet, LUW 8 ft<sup>2</sup>, BLSF 1,354 ft<sup>2</sup>, Riverfront 78,036 ft<sup>2</sup>.

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.

TTY# MassRelay Service 1-800-439-2370  
MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

Printed on Recycled Paper

- RAYNHAM SE 269-946; Middleboro Secondary Track Work; OOC Issued 12/20/17; Buffer Zone Work only.
- MIDDLEBORO- NOI Yet To Be Filed. Work within jurisdiction will be limited to Middleboro Secondary Track Work. Pilgrim Station is not within Wetlands Jurisdiction.
- LAKEVILLE- NOI Yet To Be Filed.

With the exception of Fall River and the NOI's yet to be filed, all other filings have had Orders of Conditions issued. The Orders addressed all wetland impacts as well as, where applicable, the relevant Stormwater Standards. To date the Department has not received any appeals of the Local OOC's. If the OOC's are not appealed within ten (10) business days, the Order(s) become Final Orders. If an Order is appealed and the Department accepts the appeal, following a thorough review, the Department will issue an appropriate Superseding Order of Conditions in accordance with Chapter 131, Section 40.

#### *401 Water Quality Certificate(s).*

The proposed Project will require the issuance of two 401 Water Quality Certificates (401 WQC) for the discharge of fill to wetlands (Bordering Vegetated Wetlands, Isolated Vegetated Wetlands and/or Land Under Water) as well as a Water Quality Certificate for dredging in excess of 100 yd<sup>3</sup>.

Under 401, the impacts are reviewed for the full and complete Project as opposed to under the Wetlands Protection Act where applications are required to be filed on a municipality by municipality basis.

Because this Project has portions of work that qualify as "Bridge Exempt" under the Transportation Bond Bill and portions that don't qualify for the exemption, there will be two (2) 401 applications.

The Bridge Exempt 401 WQC has been filed and has been classified as State of Good Repair (SGR) work. This SGR work includes discharge of fill and dredging associated with the maintenance, repair and/or replacement of bridges and culverts for the existing Freight Line. These bridges/culverts meet the definition of functional equivalent and are to be repaired, replaced or reconstructed in accordance with Transportation Bond Bill.

The Transportation Bond Bill States:

*"...Notwithstanding any other general or special law to the contrary, section 61 and Section 62A to 62I, inclusive of Chapter 30 of the General Laws, chapter 91 of the General Laws and section 40 of Chapter 131 of the General Laws shall not apply to bridge Projects of the Massachusetts Department of Transportation and the Massachusetts Bay Transportation Authority for the repair, reconstruction, replacement or demolition of existing state highway, authority and municipally-owned bridges, including immediate approaches necessary to connect the bridges to the existing adjacent highway and rail system, in which the design is substantially the functional equivalent of, and in similar alignment to, the structure to be reconstructed or replaced..."*

*"...For the purpose of this section, "bridge" shall include any structure spanning and providing passage over water, railroad right-of-way, public or private way, or other vehicular facility or other area..."*

The Bridge Exempt 401 WQC is for the replacement and rehabilitation of fifty-five (55) culverts and seven (7) bridges along the existing freight lines known as the Middleborough Secondary, New Bedford Main Line and Fall River Secondary. The culverts and bridges are structurally deficient and in need of replacement or rehabilitation in order to maintain the tracks for safe passage of freight trains. The Department concurs that this work qualifies as "Bridge Exempt" and is therefore exempt from the Wetlands Protection Act, Chapter 91 and MEPA.

The Bridge Exempt SGR work will consist of modifications and/or replacement of culverts and bridges which will result in the loss of 1,419 ft<sup>2</sup> of BVW and 2,659 ft<sup>2</sup> of LUW for a cumulative loss of 4,078 ft<sup>2</sup> of wetlands. Mitigation shall be provided for the loss of BVW at a minimum ratio of 1:1. These bridges and culverts will meet the Stream Crossing Standards and the Stormwater Standards to the maximum extent practicable as a redevelopment Project.

A second 401 WQC has yet to be filed for the remaining non-bridge exempt work. This WQC will include the cumulative total (excluding the Bridge Exempt SGR impacts) of BVW and LUW impacts associated with all of the NOI's and the Final Impact numbers as determined by each respective Conservation Commission and through the Orders of Conditions. Any impacts to Isolated Vegetated Wetland (IVW) will be included in this application. Mitigation for the loss of vegetated wetlands shall be provided on a minimum ratio of 1:1. Temporary impacts to BVW, IVW and LUW shall be restored in kind upon completion of the work.

The Department will require a pre-construction conference for each contract that is awarded for this Project. The Department will conduct routine compliance inspections throughout construction and will maintain a close working relationship with the Proponent and their design team, contractors, Conservation Commission's, etc. The Department is anticipating the need for an Environmental Monitor(s) for this major Project to assure that wetland resource areas are adequately protected and the Project is constructed in accordance with the permits, referenced plans and specifications. Depending upon how the Project is bid and constructed, the Project may result in the need for multiple EM's.

In addition, the Department will incorporate by reference into the WQC's those requirements imposed by both the Division of Marine Fisheries and the Natural Heritage Endangered Species Program.

In the Department's opinion all issues identified will be adequately addressed through the permitting process.

Chapter 91/ Waterways Regulation Program Comments: The Waterways Regulations Program (WRP) has reviewed the January 31, 2018 DSEIR, including the new elements proposed as part of Phase 1, and provides the following comments:

The WRP consulted closely with the Proponent during the summer and fall of 2017 to determine whether there were any new jurisdictional elements in the Phase 1 filing that were not presented in the previous MEPA filings for this project. Since there were no tidally influenced waters within this Phase of the project, the analysis was limited to 310 CMR 9.04(1)(e), which establishes WRP's jurisdiction in navigable portions of non-tidal rivers and streams. The proponent analyzed approximately thirty (30) crossings, applying the criteria and guidance provided by the WRP to determine which of the rivers and streams were considered navigable. Having completed the analysis to the WRP's satisfaction, the Proponent asserted, and the WRP concurs, that only three (3) of the rivers and streams were "normally navigable during any season, by any vessel, including canoe, kayak, or rowboat."

The three (3) jurisdictional rivers/streams affected by the Middleborough Secondary are the Cotley River (Barstow's Pond) in Taunton, Richmond Brook (Taunton River tributary) in Taunton, and the Furnace Brook in Raynham. Any work proposed on these bridge crossings is considered to be maintenance, repair or replacement, and therefore exempt pursuant to the Bridge Exemption of the Transportation Bond Bill. As a result, no Chapter 91 authorizations will be required for this work.

One Phase 1 element, the Weaver's Cove Layover Facility, presented in previous MEPA filings, but not subject to the March 2017 Notice of Project Change (NPC), will require a Chapter 91 License as an Accessory to Water Dependent Use.

### ***Bureau of Waste Site Cleanup (BWSC)***

The proposed Project involves railway improvements across many towns as part of the Project. Please be advised that there are many listed Bureau of Waste Site Cleanup (BWSC) disposal sites located in the vicinity of the proposed Project areas. A disposal site is a location where there has been a release to the environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000]. Many of the sites have closed under the MCP and some of these may have Activity and Use Limitations (AULs) that outline requirements for conducting work at the site. Many other disposal sites are open and require continued response actions under the MCP. MassDEP notes that MassDOT has prepared an updated list of the MCP releases of oil and hazardous material along the Project route and that these sites are depicted in Figure 12-1 and listed in Table 12-1 of the Draft Supplemental Environmental Impact Report. MassDEP recommends that MassDOT periodically review the MassDEP BWSC Waste Sites/Reportable Release Lookup to maintain a current list.

Some of these sites may be at locations that MassDOT might conduct work related to this Project and if contaminated soil and groundwater is encountered during activities related to this Project a release Abatement Measure (RAM) Plan may need to be submitted. If the work is conducted within an area with an Activity and Use Limitation (AUL) the requirements of the AUL will need to be complied with unless modified pursuant to the MCP with by a Licensed Site Professional (LSP)

Interested parties are encouraged to view a map showing the location of BWSC disposal sites using the MassGIS data viewer (Oliver) at: [http://maps.massgis.state.ma.us/map\\_ol/oliver.php](http://maps.massgis.state.ma.us/map_ol/oliver.php) Under "Available Data Layers" select "Regulated Areas", and then "DEP Tier Classified 21E Sites". The compliance status and report submittals for specific MCP disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: <http://public.dep.state.ma.us/SearchableSites2/Search.aspx>

The Project Proponent is advised that if oil and/or hazardous materials are identified during the implementation of this Project, notification pursuant to the MCP may be necessary. A LSP should be retained to determine if notification is required, and render appropriate opinions as necessary. The LSP may evaluate whether risk reduction measures are necessary if contamination is present. Please contact BWSC in MassDEP's Southeast Regional Office for guidance if questions arise regarding assessment and cleanup under the MCP.

As mentioned in MassDEP's previous comments, many substances that are listed on the Massachusetts Oil and Hazardous Material List (MOHML) have been historically found in and around rail road right of ways (RRROWs) at concentrations exceeding the Reportable Concentrations for soil (RCS-1 and RCS-2). Certain exemptions from M.G.L. c. 21E and/or the MCP may apply to some

of these materials. Although some of these materials are exempt from MCP Response Actions, their presence may still create unacceptable risk to human health, welfare, safety and the environment. In past Projects, where upgrades of existing RRROWs have occurred, MassDOT's predecessor agency has submitted and followed a soil management plan to manage the risk posed by these substances. A recent example of a Soils Management Plan is the one submitted for the Greenbush Line which included a plan for sampling, analysis and handling for material (soils and sediment) encountered during the Project. MassDOT indicated in the DSEIR that a soils plan will be prepared at a later date. MassDEP reminds the Proponent that this plan needs to be completed prior to implementation of this Project.

2.04

### ***Bureau of Air and Waste (BAW)***

Air Quality and GHG Emissions Comments:  
*Mesoscale and Microscale Analyses*

The DSEIR included an analysis and supporting documentation in response to the Secretary's Scope for the March 2017 NPC with regard to Phase 1 air quality and GHG emissions impacts. As noted in the DSEIR, the predominant sources of air pollution anticipated from Phase 1 operations include emissions of CO, PM, NO<sub>x</sub>, VOC and CO<sub>2</sub> from locomotive engines and motor vehicles traveling to and from the stations. The mesoscale and microscale analyses presented in the DSEIR were completed in a manner consistent with methodologies required by both the EPA and MassDEP to demonstrate consistency with the Clean Air Act (CAA), NAAQS, and State Implementation Plan (SIP) criteria.

The DSEIR concluded that the Phase 1 Project will reduce emissions of CO, VOC and CO<sub>2</sub> between the 2030 No Action and the 2030 Build (Tier 3 locomotives) scenarios. No change in PM<sub>2.5</sub> or PM<sub>10</sub> is anticipated between the two 2030 scenarios. Additional rail service will result in increased regional NO<sub>x</sub> emission; however, this increase is below *de minimis* criteria for compliance with the CAA and SIP. MassDEP acknowledges that all pollutant volumes will be reduced in comparison to the 2017 Existing Conditions in any 2030 scenario due to implementation of state and federal emission control programs. MassDEP notes the conservative approach undertaken by MassDOT in selection of the future MBTA commuter rail locomotive fleet (Tier 3 locomotives) to assess locomotive-related diesel emissions. The data indicate that the use of Tier 4 locomotives for the Phase 1 Project could further decrease emissions of CO, VOCs, CO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub>. MassDEP encourages MassDOT to pursue the latest locomotive technology and create a future fleet plan that effectively removes locomotives with poor air quality emissions as soon as feasible to maximize reduction of air pollutants.

2.05

Phase 1 grade crossing, intersection, and train station microscale analyses concluded that the Project will not cause any new violation of the NAAQS, increase the frequency or severity of any existing violations, or delay attainment of any NAAQS. These conclusions were based on worst-case scenario modeling regarding locomotive type and idling times.

MassDEP is satisfied with the analysis conducted in the DSEIR with regard to Project compliance with the CAA, NAAQS and SIP. No additional information is requested in a Supplemental Final Environmental Impact Report (SFEIR).

### *GHG Emissions*

Using data from the mesoscale analysis, the DSEIR concluded that Phase 1 service will reduce regional GHG emissions by approximately 7,121 tons per year (tpy), achieved mostly through mode-

shift and a related reduction in vehicle miles traveled (VMT) by automobiles. Further reductions in VMT and GHG emissions may also be achieved through the adoption of smart growth principles and transit-oriented development (TOD) within the Project area. MassDOT has also committed to use train engine plug-ins and electric block heaters at layover facilities as a GHG reduction measure.

The DSEIR indicated that Phase 1 stations will be open to the outside and will not include conditioned space. MassDOT stated that they will use LED/high-efficiency lighting, install EV charging stations at commuter rail station parking lots and make all station platforms solar-ready as GHG mitigation measures. MassDOT should also consider the use of canopy solar installations at those stations with daily parking as an additional GHG reduction measure.

#### *Construction Period Impacts*

MassDEP reminds MassDOT that construction and demolition activity must conform to current Massachusetts Air Pollution Control regulations governing nuisance conditions at 310 CMR 7.01, 7.09 and 7.10 and not cause or contribute to a condition of air pollution due to dust, odor or noise. As such, the Proponent should propose measures to prevent and minimize dust, noise, and odor nuisance conditions, which may occur during the demolition. MassDOT will incorporate a construction noise and vibration control plan into construction documents and enforcement will be conducted through a program of field inspection and compliance review.

The DSEIR indicated that construction specifications will stipulate that all diesel construction equipment used on-site will be fitted with after engine emission controls. MassDEP requests that MassDOT strive to use non-road diesel equipment rated 50 horsepower or greater that meets EPA's Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or DEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs).

As stated in the DSEIR, MassDOT will limit unnecessary idling (i.e., in excess of five minutes), with limited exception, during the construction and operations phase of the Project (310 CMR 7.11). MassDOT will implement measures to reduce idling including driver training, periodic inspections by site supervisors, and posting signage. MassDOT will also install permanent signs limiting idling to five (5) minutes or less on-site upon occupation of the site.

#### *Noise and Vibration*

The DSEIR included a noise and vibration study for Phase 1 areas not previously assessed in the FEIR. The studies were completed according to the methods and criteria in the FTA's *Transit Noise and Vibration Impact Assessment* guidance manual. MassDEP notes that the MassDEP Noise Policy (DACQ Policy 90-001) typically addresses stationary source noise conditions, whereas the expansion of commuter rail service is generally a transient noise source. However, MassDEP reminds MassDOT that while the FTA guidelines may be better suited to evaluate potential Project-related noise impacts and suitable mitigation measures, this does not preclude MassDOT from complying with the MassDEP Noise Policy, or local noise bylaws, as applicable, upon operation of rail service.

The DSEIR concluded that there will be moderate and severe noise impacts at residential receptors and at-grade crossings due to train operations (train by-pass and horns). Furthermore, approximately 30 receptors along the Middleborough Secondary study area will experience vibration levels in excess of 80VdB, exceeding FTA vibration impact criteria. The SFEIR should clarify how the noise and vibration analyses considered the potential shift of freight operations along the Phase 1 rail corridor from daytime to nighttime use, given the anticipated reduced existing conditions background noise near sensitive receptors during that time period.

To address the anticipated vibration-related impacts of the Project, MassDOT will complete a Detailed Vibration Assessment during final design in conformance with FTA guidelines to confirm vibration impact of the Project and identify cost-effective mitigation measures. As noted in the DSEIR, if vibration levels exceed FTA criteria, the results will indicate what vibration mitigation is necessary (e.g., resilient rail fasteners, ballast mats, etc.) and how it should be designed/specified to effectively reduce vibration. It is unclear in the DSEIR the timeline for completion of such study and how it will inform anticipated State permitting requirements. The DSEIR identified potential options for Project compliance with MBTA's Train Pass-By Noise Mitigation Policy. MassDOT will provide noise mitigation for locations that meet or exceed severe noise impact levels due to train pass-by noise, subject to financial feasibility criteria and agreements with impacted property owners. These mitigation measures include, but are not limited to, structural improvements to dampen noise and construction of noise barriers. Potential mitigation for train horn noise is limited to the establishment of "quiet zones" or use of wayside horns, measures that require cooperation and agreement by municipalities, freight operators and federal, state, and local agencies to implement. It is likely that measures to mitigate vibration and/or noise may impact wetlands or other regulated areas, particularly a potential increase in wetland resource area impacts requiring a Variance. The FSEIR should discuss how these noise and vibration mitigation measures will be identified and incorporated into local, state and federal permitting processes.

#### ***Environmental Justice (EJ)***

Per the 2017 EEA EJ Policy, "Environmental Justice shall be an integral consideration to the extent applicable and allowable by law in the implementation of all EEA programs (this includes MassDEP), including but not limited to the grant of financial resources or technical assistance, the promulgation, implementation and enforcement of laws, regulations, and policies, the provision of access to both active and passive open space, and the diversification of energy sources, including energy efficiency and renewable energy generation."

The Phase I SCR Project will provide significant benefits to EJ communities/populations in Southeastern Massachusetts, including improved mobility and greater regional access to employment centers. Three (3) EJ communities are present in the Project area, the cities of Fall River, New Bedford and Taunton. MassDEP acknowledges that that, under the Full Build project previously proposed, these areas would likely not experience the benefits of the Project until 2030 however the reconfigured Phase 1 Project will bring service and its appurtenant benefits much earlier.

The Proponent states that, although Phase 1 work will take place within EJ communities, this work will occur in the same, previously identified and evaluated parcels discussed in the FEIS/FEIR. Work in these areas is unchanged and was therefore not evaluated in the DSEIR. There are no EJ communities located within the Phase 1 EJ Study Area (areas within 0.5 mile of the Middleborough Secondary, Middleborough Layover and East Taunton, Pilgrim and Middleborough Stations) however



the Secretary's Certificate on the NPC for the Project required further discussion of certain impacts to EJ populations, stipulating:

- The DSEIR should include maps that identify the location of EJ populations in the Phase 1 area.
- The DSEIR should address how changes proposed in Phase 1 may affect Environmental Justice populations (EJ) and discuss relevant state and federal policies including the EEA Environmental Justice Policy (EJ Policy).
- The DSEIR should identify any potential for disproportionate impacts on EJ communities that may result from the proposed project, and any proposed mitigation.
- The DSEIR should evaluate impacts related, but not limited to noise, vibration, air quality, increased property values; and tax revenue, residence, business, or job losses associated with property acquisition.
- The DSEIR should describe specifically how the Project will provide tangible benefits to the EJ communities.
- The DSEIR should discuss strategies to enhance public participation in the environmental review process and describe outreach efforts to EJ communities.

MassDEP feels that discussion of these items in the DSEIR was sufficient but reminds the Proponent that it is important that the Project Proponent continues to keep impacted EJ communities informed of the Project as it proceeds. The Project proponent should also consider language barriers, where applicable, as well as English isolation issues. Please also note that a community only needs to meet one of the EJ criteria to qualify as an EJ community.

While the Project will ultimately provide benefits to EJ communities, the construction of the SCR may present impacts. It is imperative that the Project Proponent make impacted communities aware of any unexpected outcomes and delays to its construction schedule via public outreach, i.e., public notices, public meetings, and also through the translation of pertinent documents into Spanish and Portuguese. MassDOT has conducted public outreach for this Project that should continue through the SCR Project's completion.

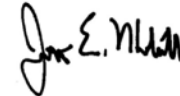
One of the purposes of the EEA EJ Policy is "ensuring that positive economic development that is consistent with environmental protection is a chief priority for EJ populations throughout the Commonwealth." MassDOT states that "No Project mitigation for environmental justice communities is required as part of Phase 1 because there are no disproportionate adverse impacts to environmental justice communities." MassDEP reminds the Proponent that an EJ community does not have to be disproportionately impacted before we provide assistance; an EJ community only has to be impacted. Though EJ communities are not disproportionately adversely impacted by this Project, the Proponent should take measures to minimize impacts to EJ communities as much as is feasible.

#### *Other Comments/Guidance*

Page 8-76 contains a statement that the Nemasket River flows south to Assawompsett Pond in Taunton. This is incorrect. If this were correct the Nemasket River would be surrounded by a Zone A Water Supply Protection Zone. Assawompsett Pond is located in Lakeville and Middleboro and water exits the Pond into the Nemasket River that flows into the Taunton River. Topographic contours may be used to determine the flow direction within of a watershed.

MassDEP staff is available to provide additional guidance to the Proponent upon request. If you have any questions regarding this comment letter, please do not hesitate to contact George Zoto at (508) 946-2820.

Very truly yours,



Jonathan E. Hobill,  
Regional Engineer,  
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Millie Garcia-Serrano, Regional Director

David Johnston, Deputy Regional Director, BWR  
Maria Pinaud, Deputy Regional Director, BAW  
Gerard Martin, Deputy Regional Director, BWSC  
Jennifer Viveiros, Deputy Regional Director, ADMIN  
Lealdon Langley, Director, Wetlands and Waterways, Boston/BWR  
Gary Makuch, Wetlands and Waterways/BWR  
Jim Mahala, Chief, Wetlands and Waterways/BWR  
Chris Ross, MassDOT Coordinator/BWR  
Kathleen Kerigan, Director, Regulatory & Permit Ombudsman/Commissioner's Office  
Holly Johnson, Regulatory & Permit Ombudsman/Commissioner's Office  
Ben Lynch, Chief, Waterways, Boston/BWR  
Deneen Simpson, EJ Director, Bureau of Planning and Evaluation  
Allen Hemberger, Site Management, BWSC



DIVISION OF  
FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581  
p: (508) 389-6300 | f: (508) 389-7890  
MASS.GOV/MASSWILDLIFE

Jack Buckley, Director

March 23, 2018

Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
Attention: MEPA Office  
Purvi Patel, EEA No. 14346  
100 Cambridge St.  
Boston, Massachusetts 02114

Alan Anachecka-Nasemann  
U.S. Army Corps of Engineers, N.E. District, Regulatory  
696 Virginia Road  
Concord, MA 01742

Project Name: South Coast Rail Project (Phase 1 Service)  
Proponent: Massachusetts Department of Transportation (MassDOT)  
Document Reviewed: Draft Supplemental Environmental Impact Report  
EEA No.: 14346  
NHESP No.: 98-3735  
US ACOE No.: NAE-2007-00698

Dear Secretary Beaton and Mr. Anachecka-Nasemann:

The Natural Heritage & Endangered Species Program of the Massachusetts Division of Fisheries & Wildlife (the "Division") has reviewed the *Draft Supplemental Environmental Impact Report* ("DSEIR") for the proposed South Coast Rail Project (Phase 1) and would like to offer the following comments regarding state-listed species and their habitats.

The Project, as described in the DSEIR, proposes to phase construction of the South Coast Rail Project. Phase 1 would provide interim commuter rail service from Boston to New Bedford, Fall River and Taunton using the existing Middleborough/Lakeville Commuter Rail. Phase 2 (service from Boston to Taunton via the Stoughton Electric Alternative) as well as the majority of Phase 1 (the Southern Triangle) were previously reviewed by the Division as part of the FEIS/R, and would remain unchanged. However, Phase 1 includes a new Project element (hereinafter, the Middleborough Secondary) consisting of a new commuter rail connection between the Southern Triangle and the Middleborough Main Line. This would require improvement of track infrastructure on the Middleborough Secondary (an existing freight rail line), a new station in East Taunton, and a new/relocated/reconstructed station in Middleborough. The Division's comments herein are limited to the proposed Middleborough Secondary.

Portions of the Middleborough Secondary are mapped as *Priority* and or *Estimated Habitat* for the state-listed species shown below, according to the *Massachusetts Natural Heritage Atlas* (14<sup>th</sup> Edition). These

species and their habitats are protected pursuant to the Massachusetts Endangered Species Act (MGL c.131A) and its implementing regulations (321 CMR 10.00; MESA). Fact Sheets for these species can be found on our website, [www.mass.gov/nhesp](http://www.mass.gov/nhesp).

Scientific Name	Common Name	Taxonomic Group	State Status
<i>Eleocharis tricornata</i>	Three-angled Spike-sedge	Plant	Endangered
<i>Sabatia kennedyana</i>	Plymouth Gentian	Plant	Special Concern
<i>Scirpus longii</i>	Long's Bulrush	Plant	Threatened
<i>Enallagma recurvatum</i>	Pine Barrens Bluet	Damselfly	Threatened
<i>Terrapene carolina</i>	Eastern Box Turtle	Reptile	Special Concern

The MESA is administered by the Division, and prohibits the Take of state-listed species. The Take of state-listed species is defined as "in reference to animals...harm...kill...disrupt the nesting, breeding, feeding or migratory activity...and in reference to plants...collect, pick, kill, transplant, cut or process...Disruption of nesting, breeding, feeding, or migratory activity may result from, but is not limited to, the modification, degradation, or destruction of Habitat" of state-listed species (321 CMR 10.02).

The Proponent has consulted with the Division to assess potential impacts to state-listed species associated with the Middleborough Secondary, which included surveys for the state-listed plant species referenced above. Based on a review of information submitted to the Division, the Division anticipates that the Project, as proposed, will likely not result in a prohibited Take of Long's Bulrush or Pine Barrens Bluet, but will likely need to be conditioned in order to avoid a prohibited Take (321 CMR 10.18 (2)(a)) of Three-angled Spike-sedge and Plymouth Gentian. Conditions may include, but may not be limited to, (a) delineating and avoiding state-listed plants during construction; and (b) implementing Division-approved vegetation and invasive species management plans within areas where state-listed plants are known to occur.

3.01

3.02 The Division previously confirmed that the South Coast Rail Project will likely result in a Take of the Eastern Box Turtle (321 CMR 10.18 (2)(b)). As the Middleborough Secondary represents a phase of a larger common project or scheme (321 CMR 10.16), and as Phase 1 of the Project will collectively result in the loss of ±7.1 acres of suitable upland and wetland habitats, the Division anticipates that a Conservation and Management Permit (CMP; 321 CMR 10.23) authorizing the Take of Eastern Box Turtle will be required in order for the Middleborough Secondary to proceed.

Projects resulting in a Take of state-listed species may only be permitted if they meet the performance standards for a CMP. The CMP must demonstrate that the project has avoided, minimized and mitigated impacts to state-listed species consistent with the following performance standards: (a) the applicant has adequately assessed alternatives to both temporary and permanent impacts to state-listed species; (b) an insignificant portion of the local population would be impacted by the project; and (c) the applicant agrees to carry out a conservation and management plan that provides a long-term Net Benefit to the conservation of the state-listed species impacted.

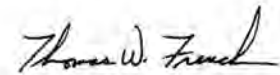
MASSWILDLIFE

MASSWILDLIFE

Although the exact details of the long-term Net Benefit required under a CMP have not yet been finalized, the Proponent has worked cooperatively with the Division to address impacts to state-listed species. Based on information provided in the DSEIR, information previously submitted to the Division, and ongoing consultations with the Proponent, it is our understanding that the Proponent intends to meet the performance standards of a CMP by: (a) providing funding for off-site habitat restoration, management, protection and or conservation research to benefit Eastern Box Turtle and its habitats in Massachusetts; (b) installing and maintaining appropriate wildlife crossings to improve connectivity between suitable turtle habitats; and (c) implementing Division-approved plans to protect state-listed turtles during and after construction. The Division anticipates that a suitable long-term Net Benefit can be achieved by providing conservation funding, and that the proposed project should be able to meet the performance standards of a CMP.

The Division will not render a final decision until the MEPA review process and its associated public comment period is complete, and until all required CMP application materials have been submitted to the Division. As the MESA review process is ongoing, no alteration to the soil, surface, or vegetation associated with the proposed project shall occur until the MESA review process is complete. If you have any questions about this letter, please contact Jesse Leddick, Chief of Regulatory Review, at [jesse.leddick@state.ma.us](mailto:jesse.leddick@state.ma.us) or 508-389-6386. We appreciate the opportunity to comment on the Project.

Sincerely,



Thomas W. French, Ph.D.  
Assistant Director

cc: Jean Fox, MassDOT  
Lisa Standley, VHB  
Lars Carlson, VHB  
Nancy Putnam & Nat Tipton, DCR  
Lealdon Langley & Mike Stroman, MassDEP  
Ed Reiner & Tim Timmerman, EPA  
Chris Boelke, NOAA  
Maria Tur, USFWS  
Town of Lakeville  
Town of Middleborough  
Town of Raynham  
Town of Taunton

MASSWILDLIFE



March 7, 2018

Barbara Newman  
Chief, Regulatory Division  
New England District  
US Army Corps of Engineers  
696 Virginia Road  
Concord, MA 01742-2751

The Commonwealth of Massachusetts  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

Attn: Alan Anacheka-Nasemann

RE: South Coast Rail Project, Phase I Middleborough Secondary Line, Southeastern Massachusetts.  
CENAE-2007-00698. MHC #RC.15924. EEA#14346.

Dear Ms. Newman:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the Massachusetts Environmental Policy Act Draft Supplemental Environmental Impact Report (DSEIR), submitted on behalf of the Massachusetts Department of Transportation (MassDOT) and US Army Corps of Engineers Pre-Construction Notification for the State of Good Repair Project, for the project referenced above.

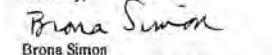
4.01 The DSEIR incorporates the MHC's 2017 comments on the Notice of Project Change. The DSEIR indicates that the Phase I project has been modified to include alternative station locations. Cultural Resources are described in DSEIR Section 11 and Appendix F. The MHC looks forward to reviewing the draft technical archaeological reconnaissance report for Phase I. The DSEIR indicates that a State Archaeologist's permit application (950 CMR 70) will be submitted by the PAL, Inc., to conduct intensive (locational) archaeological survey within archaeologically sensitive portions of the Phase I project impact area, including within the proposed Pilgrim Junction Station in Middleborough and East Taunton Station in Taunton.

4.02 The MHC looks forward to reviewing the revised Programmatic Agreements (PAs) that incorporate the MHC's August 5, 2015 comments for the Phase I and Full Build project aspects. The Corps' findings and determinations regarding potential effects, recommendations for additional archaeological survey, scaled existing and proposed conditions project plans at the 10% design phase, and draft Cultural Resources Management Plans, should be submitted to the MHC for review and comment as they are developed.

The MHC looks forward to reviewing the information requested above, and to continued consultation to avoid, minimize and mitigate adverse effects to significant historic and archaeological resources.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions, please contact Jonathan K. Patton, Archaeologist/Preservation Planner, at this office.

Sincerely,



Brona Simon  
State Historic Preservation Officer  
Executive Director  
State Archaeologist  
Massachusetts Historical Commission

xc: Kathleen Atwood, USACOE-New England District  
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)  
Ramona Peters, Mashpee Wampanoag Tribe  
Jean Fox, MassDOT  
Secretary Matthew A. Beaton, EEA, Attn: Purvi Patel, MEPA Unit  
Deborah C. Cox, PAL, Attn: Suzanne Cherau  
Christopher J. Wagner, VHB, Inc.

RECEIVED  
MAR 15 2018  
MEPA

220 Morrissey Boulevard, Boston, Massachusetts 02125  
(617) 727-8470 • Fax: (617) 727-5128  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)





David E. Pierce, Ph.D.  
Director

## Commonwealth of Massachusetts

### Division of Marine Fisheries

251 Causeway Street, Suite 400

Boston, Massachusetts 02114

(617) 626-1520

fax (617) 626-1509



Charles D. Baker  
Governor

Karyn E. Polito  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Ronald Amidon  
Commissioner

Mary-Lee King  
Deputy Commissioner

March 23, 2018

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office  
Purvi Patel, EEA No. 14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

The Division of Marine Fisheries (MA DMF) has reviewed the Draft Supplemental Environmental Impact Report (DSEIR) by the Massachusetts Department of Transportation (MassDOT) for Phase 1 of the South Coast Rail Project. Phase 1 will connect the cities of Fall River and New Bedford to Boston using the Middleborough Secondary to connect with the existing Middleborough Lakeville commuter rail line. Existing marine fisheries resources and potential project impacts are outlined in the following paragraphs.

The Phase 1 line of the South Coast Rail Project includes culverts and bridges over waterways that support a variety of diadromous fish species (Table 1). Within the Fall River Extension, the Taunton River contains river herring (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*), American eel (*Anguilla rostrata*), American shad (*Alosa sapidissima*), rainbow smelt (*Osmerus mordax*), white perch (*Morone americana*), Atlantic tomcod (*Microgadus tomcod*), and Atlantic sturgeon (*Acipenser oxyrinchus*). The Assonet River supports alewife, blueback herring, American eel, and white perch while Rattlesnake Brook, Poquoy Brook, and Furnace Brook all support river herring and American eel. The Cotley River also contains American eel. Within the New Bedford Extension, the Acushnet River and Fall Brook both contain river herring, American eel, and white perch, while the Acushnet River also contains rainbow smelt.

MA DMF offers the following comments for your consideration:

- Avoidance of in-water work during spring diadromous fish migration and juvenile river herring fall emigrations is the preferred approach to minimizing impacts to these resources. A summary table outlining water crossings, existing diadromous fish species, and recommended time of year (TOY) avoidance periods is provided below (Table 1).
- In-water work may proceed within the TOY restriction periods outlined in Table 1 if conducted behind cofferdams and cofferdam installation and removal can be staged to occur outside of the site TOY period(s).
- Stream flow should be maintained during all in-water work to maintain habitat connectivity and fish passage. A gravity-fed water control device is recommended over bypass pumps and other alternatives.

Table 1. Diadromous fish resources in the Phase 1 project area and recommended time of year (TOY) restrictions on in-water work. Silt control recommendations are also included in the "Recommended TOYs" column for cases where additional containment is deemed necessary for out-of-water work.

Fall River Extension			
Station	Stream	Species Present	Recommended TOYs
CV-LK-11	Poquoy Brook	RH, eel	3/15 – 6/30, 9/1 – 11/15
CV-LK-12	Poquoy Brook	RH, eel	3/15 – 6/30, 9/1 – 11/15
CV-BK-1	Cotley River	eel	3/15 – 6/30
CV-BK-2	Cotley River	eel	3/15 – 6/30
Cotley R. Bridge North	Cotley River	eel	3/15 – 6/30 (in-river), Silt controls
Cotley R. Bridge South	Cotley River	eel	3/15 – 6/30 (in-river), Silt controls
Assonet R. Bridge	Assonet River	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15 (in-river), Silt controls
CV-FRN-16	Assonet River (Forge Pond)	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-17	Assonet River (Forge Pond)	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-18	Assonet River (Forge Pond)	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-20	Assonet River	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-22	Terry Brook (Rattlesnake Brook)	RH, eel	3/15 – 6/30, 9/1 – 11/15
Weaver's Cove Layover	Taunton River	RH,eel,AS,RS, WP,AT,AST	NO TOY – Silt controls
Fall River Depot	Taunton River	RH,eel,AS,RS, WP,AT,AST	NO TOY – Silt controls
Battleship Cove	Taunton River	RH,eel,AS,RS, WP,AT,AST	NO TOY – Silt controls
New Bedford Extension			
Station	Stream	Species	Recommended TOYs
CV-LK-7	Fall Brook	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-1	Fall Brook	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
CV-FRN-3	Fall Brook	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
Fall Brook Bridge	Fall Brook	RH, eel, WP	3/15 – 6/30, 9/1 – 11/15
Whale's Tooth	Acushnet River	RH, eel, RS, WP	NO TOY – Silt controls

Species Codes: AS (American shad), AST (Atlantic sturgeon), AT (Atlantic tomcod), eel (American eel), RH (river herring – alewife and blueback herring), WP (white perch)

Questions regarding this review may be directed to John Logan in our New Bedford office at (508) 990-2860 ext. 141.

Sincerely,

David E. Pierce, Ph.D.  
Director

cc: Jean Fox, MassDOT  
Middleborough, Lakeville, Taunton, Raynham, Berkley, Freetown, New Bedford, and Fall River  
Conservation Commissions  
Christopher Boelke & Alison Verkade, NMFS  
Robert Boeri, CZM  
Ed Reiner, EPA  
Chris Ross, DEP  
Richard Lehan, DFG  
Kathryn Ford, John Sheppard, Eileen Feeney, Pooja Potti, DMF

DP/JL/JS/sd



**ANTONIO CABRAL**  
STATE REPRESENTATIVE  
13TH BRISTOL DISTRICT  
STATE HOUSE, ROOM 466  
BOSTON, MA 02133  
TEL (617) 722-2017

COMMONWEALTH OF MASSACHUSETTS  
**HOUSE OF REPRESENTATIVES**  
STATE HOUSE, BOSTON 02133-1054

CHAIRMAN  
HOUSE COMMITTEE ON BONDING, CAPITAL EXPENDITURES  
AND STATE ASSETS

(508) 997-8113 (DISTRICT)

E-Mail:  
Antonio.Cabral@MAhouse.gov

March 22, 2018

The Hon. Matthew A. Beaton  
Secretary, Executive Office of Energy & Environmental Affairs  
Attn: MEPA Office (Purvi Patel)  
EEA File No. #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Draft Supplemental Environmental Impact Report – South Coast Rail

Dear Secretary Beaton:

6.01 I write to express my support for the following investments as a part of Phase I of the South Coast Rail Project. As I have maintained, a single-seat, direct rail transit route from New Bedford to Boston is necessary for the economic growth in New Bedford and the South Coast. This is not merely a luxury. If our region is to prosper in the 21<sup>st</sup> Century economy we must be connected by rail to major hubs, in particular Boston.

6.02 First, we should include an express trip to and from New Bedford to Boston during peak travel periods. One cannot accurately measure rider demand without a true express option. A route with stop-overs and longer, circuitous routes might discourage regular use. As we've seen in other Massachusetts lines, reduced travel time will incentivize ridership.

6.03 Second, New Bedford needs a multi-modal station at Whale's Tooth. Not only will a multi-modal station guarantee accessibility to all passengers, countless surveys and studies have determined this—and not a simple rail platform—to be the best land use option.<sup>1</sup>


Finally, the Administration's commitment to Phase II—ultimately the full-build—will achieve important environmental benefits, involving CO<sub>2</sub> emissions and air quality improvements. This is not merely a chief concern among my constituents, but of all residents of the Commonwealth. The more cars we replace from the idling, traffic-congested roads to Boston, with *clean* mass-transit options, the better off our generation, and generations to follow, will be.

<sup>1</sup>EPA: *Smart Growth & Transportation*, EPA.GOV, [www.epa.gov/smartgrowth/smart-growth-and-transportation](http://www.epa.gov/smartgrowth/smart-growth-and-transportation) (last visited March 14, 2018).

Thank you for receiving public commentary on the draft supplemental environmental impact report. Again, I must stress that from the countless stories I've heard from my constituents about abandoning job prospects, foregoing educational opportunities, and missing out on events, our region needs this rail project.

I look forward to boarding a train from New Bedford to Boston in 2022.

Sincerely,

  
**ANTONIO F.D. CABRAL**  
State Representative, 13<sup>th</sup> Bristol District  
Chairman, House Committee on Bonding, Capital Expenditures and State Assets

Cc: Jean Fox, Massachusetts Department of Transportation  
Ten Park Plaza, Room 4150  
Boston, MA 02116



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**DYLAN FERNANDES**  
STATE REPRESENTATIVE  
BARNSTABLE, DUKES AND NANTUCKET

STATE HOUSE, ROOM 236  
TEL (617) 722-2430  
Dylan.Fernandes@MAhouse.gov

Secretary Matthew A. Beaton, EOEEA,  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

**RECEIVED**

MAR 26 2018

Executive Office of Energy  
& Environmental Affairs

Committees:  
Environment, Natural Resources  
and Agriculture  
Mental Health, Substance Use  
and Recovery  
Municipalities and  
Regional Government  
Redistricting

7.01 The proposed South Coast Rail project will provide vital transportation to Southeastern Massachusetts that will greatly impact the region's economy. As State Representative for Barnstable, Dukes, and Nantucket Counties, I urge you to move forward with the Middleboro route for the proposed South Coast Rail Project, as recommended in the Draft Supplemental Environmental Impact Report.

The Middleboro route is significantly less expensive, takes less time to implement, and requires less environmental permitting than the Stoughton route. Estimates also project the Middleboro line could cost more than \$2 billion less- a huge savings in a \$40 billion statewide annual budget. Over the next several years, the Middleboro rail infrastructure can be brought up to speed to quickly bring service to the South Coast - a region that for far too long has gone without rail access. The route also avoids the Hockomock Swamp and the quagmire of environmental permits required to run through it.

7.02 As a Representative for the Cape and Islands, I also envision a future where our region connects with the Middleboro line. Rail service to our region could boost our economy, afford residents from the Cape and Islands easier access to the greater Boston area, and alleviate some of the Cape's notorious traffic problems. Fiscal responsibility, environmental stewardship, and quick access to service make the Middleboro line the common sense option for South Coast Rail.

I want to thank you for your leadership on this project and strongly encourage you to move forward with the Middleboro route.

Respectfully,

Dylan Fernandes

State Representative

Barnstable, Dukes & Nantucket





*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**CAROLE A. FIOLA**  
STATE REPRESENTATIVE  
SIXTH BRISTOL DISTRICT

STATE HOUSE, ROOM 236  
TEL: (617) 722-2430  
Carole.Fiola@MAhouse.gov

March 19, 2018

Secretary Matthew A. Beaton, EOEEA,  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Draft Supplemental Environmental Impact Report

Dear Secretary Beaton:

I am pleased to hear of MassDOT's filing of the Draft Supplemental Environmental Impact Report (DSEIR) on January 31, 2018, with the Massachusetts Environmental Policy Act (MEPA) unit. The DSEIR outlines MassDOT's proposed phased approach to begin long-awaited commuter rail service to Fall River and New Bedford in late 2022. I understand the DSEIR analyzes only the new elements proposed as part of Phase 1 that were not previously analyzed in the Final Environmental Impact Statement/Final Environmental Impact Report

I would like to add my continued unequivocal support for Phase 1, the Middleborough route while continuing to support the original preferred route through Stoughton. Research to date shows evidence of a quicker and less expensive option for residents in the southeastern region. This project will reconnect our region to jobs while spurring economic vitality and attracting new business and investments. Rail service in this region ended in 1959 and since then my constituents and I have looked forward to riding the train from Fall River as soon as possible.

Thank you for your time and attention to my comments. I look forward to reviewing next steps related to this important project.

Please do not hesitate to contact me if you have any questions.

Sincerely,

*Carole Fiola*

Carole Fiola  
State Representative  
Sixth Bristol District

Vice Chair  
Committee on Personnel and Administration

Committees:  
Ways and Means  
Judiciary  
Economic Development and  
Emerging Technologies



*The Commonwealth of Massachusetts*

*House of Representatives*

*State House, Boston 02133-1054*

**SUSAN WILLIAMS GIFFORD**  
ASSISTANT MINORITY WHIP

DISTRICT OFFICE  
191 MAIN ST., SUITE 213F  
WAREHAM, MA 02571  
TEL: (508) 295-5989  
FAX: (508) 295-5992

2ND PLYMOUTH DISTRICT  
WAREHAM • CARVER  
MIDDLEBORO

ROOM 124, STATE HOUSE  
TEL: (617) 722-2100  
FAX: (617) 722-2380  
Susan.Gifford@MAhouse.gov

March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Sent via e-mail to: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

Dear Secretary Beaton:

9.01 Thank you for the opportunity to express my support for South Coast Rail, Phase 1, as outlined in the Draft Supplemental Environmental Impact Report. I agree that the proposed rail service from Fall River and New Bedford through Middleborough utilizing the active freight line owned by MassDOT would provide service to those residents quicker and with a much lower cost than working solely toward service utilizing the Stoughton Route.

I also believe that this proposal will make the best alternative for the future expansion of regular commuter rail service to Wareham and Buzzards Bay, which has been a priority for me and my constituents going back to the time I served as a member of the Wareham Board of Selectmen in 1999. As you know, the track and grade crossing upgrades done for the summer service known as the Cape Flyer has put this expansion of commuter rail service Wareham and Buzzards Bay in a position for almost immediate implementation.

If you have questions or need additional information in regard to my support for Draft Supplemental Environmental Impact Report, please contact me. I can be reached here at my State House office at 617-722-2100 or District Office at 508-295-5999. Thank you for your sincere consideration.

Sincerely,



Susan Williams Gifford  
State Representative  
2<sup>nd</sup> Plymouth District

CC: Jean Fox, MassDOT  
Ten Park Plaza, Room 4150  
Boston, Ma 02116

Sent via e-mail to: [jean.fox@state.ma.us](mailto:jean.fox@state.ma.us)



ROBERT M. KOCZERA  
REPRESENTATIVE  
1<sup>TH</sup> BRISTOL DISTRICT  
119 JARRY STREET  
NEW BEDFORD, MA 02745  
Home: (508) 999-6041

*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

Committees:  
Vice Chair, Technology and Intergovernmental Affairs  
Ways and Means  
Housing  
Environment, Natural Resources and Agriculture

ROOM 448, STATE HOUSE  
Tel. (617) 722-2562  
Fax (617) 722-2479  
[Robert.Koczera@mahouse.gov](mailto:Robert.Koczera@mahouse.gov)

March 19, 2018

Secretary Matthew Beaton  
Executive Office of Energy & Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Attn: Purvi Patel, MEPA Office, EEA #14346

Dear Secretary Beaton:

Please accept my comments on the Draft Supplemental Environmental Impact Report (DSEIR) pertaining to the use of the Middleborough Secondary freight corridor to carry extended Middleborough/Lakeville commuter rail service to the south coast cities of Taunton, New Bedford and Fall River. The restoration of South Coast commuter rail service to Boston after a sixty years' absence will greatly benefit the region and provide important economic opportunities to South Coast residents.

The Stoughton Straight Electric Alternative (the "Full Build Project") is the preferred route as it would provide greater environmental benefits, a shorter trip to Boston, and an additional stop in Boston prior to arriving at South Station. The proposed phased approach, the Middleborough Alternative, is desirable because it will provide earlier commuter rail service to the region than the Full Build project. It is important to note that 85% of the costs for Phase One approach are associated with both routes, Stoughton and Middleborough, and 56% of the track needed for the Full Build will be constructed as part of Phase 1. This enhances the efficacy of Phase 1 as the total capital costs of \$935 million will realize timely restoration of commuter rail service to Boston from the South Coast and incorporate costs that are associated with the Full Build.

The Baker-Polito Administration's phased approach to reestablish passenger rail service from the South Coast to Boston can be realized in four years, with proposed service by October 2022.

10.01 I support this initiative and hope the FEIR will incorporate the concerns that follow.



The one seat ride from New Bedford and Fall River is the right approach concerning passenger rail service to Boston; however, further consideration must be given to expressing the passenger service to shorten the 91-minute commute. I propose alternating stops at stations along the route to reduce the time of the commute to have the desirous result of increasing ridership levels from the South Coast.

Another very important concern that would enhance safety and mitigate traffic impacts is to construct an underpass at King's Highway in New Bedford. A grade crossing at this location is problematic; it will add to traffic congestion and result in unmanageable backups. The King's Highway grade crossing currently has high volumes of traffic from New Bedford and Acushnet residents seeking access to Route 140 and the shopping centers located west of the crossing. An underpass at King's Highway will facilitate the even heavier volume of vehicular traffic that will be produced by the new rail station at this rail road crossing.

I support the incorporation of a multimodal station at the Whale's Tooth location offering regional transportation links, which connects the station to downtown and the Hick Logan neighborhood. Such a facility would make passenger rail service accessible to more people. Restoration of passenger rail service from the South Coast to Boston under the Phase I proposal will provide environmental justice to South Coast communities earlier than the Full Build project and result in improved accessibility to jobs for many area residents.

Your consideration of these comments is appreciated, as is your work on this project thus far, but I will continue to advocate for the best interests of my constituents. If you should have any further questions on these particular matters, I would welcome the discussion.

Sincerely,



**Robert M. Koczera**  
STATE REPRESENTATIVE  
11<sup>th</sup> Bristol District  
Acushnet and New Bedford



**CHRISTOPHER M. MARKEY**  
STATE REPRESENTATIVE  
9<sup>th</sup> BRISTOL DISTRICT

*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

Chairman  
Committee on Ethics

STATE HOUSE, ROOM 527A  
TEL. (617) 722-2020

Secretary Matthew A. Beaton, EOEEA  
ATTN: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

March 22, 2018

The South Coast Rail (SCR) has been a tremendously important project to the Greater New Bedford area and South Coast as a whole for many years. The Phase I plan for the SCR would provide this service that has been years in the making for our area.


The primary reasons for my support of Phase I are the cost benefits and the timeframe in which service to the South Coast will be available. As you know, the estimated cost for Phase I is predicted to be almost \$2 billion less than the estimated cost of the Full Build. One of the greatest challenges to the SCR has been funding. By using a rail system already in place the cost savings will be tremendous.

The people of the South Coast have been yearning for rail service for decades since the project was first introduced. The Phase I plan would put people on trains long before the Full Build would be able to. Our area is home to a great deal of people who commute to Boston on a daily basis, many of which would appreciate the opportunity to ride the Commuter Rail into the city. With the Phase I plan, this hope could become a reality as soon as 2022, which would be a great deal more desirable than 2030 or beyond if they were to wait for the Full Build.

11.01 There are a great number of benefits to providing rail service to the South Coast, and I believe that the Phase I plan for the SCR will enable these benefits to be realized. Not only will this plan save the Commonwealth money, it will enable its citizens on the South Coast access to affordable, convenient transportation in a much more timely manner than the Full Build could. It is with this in mind that I fully support the plan to move ahead with Phase I. If you should have any questions or would like to speak further about this topic, please feel free to reach out to me at (617)-722-2020 or at Christopher.Markey@mahouse.gov.

With every best wish, I remain

Sincerely,



Christopher Markey

State Representative, Ninth Bristol District



*The Commonwealth of Massachusetts*  
House of Representatives  
State House, Boston, 02133-1054

REPRESENTATIVE  
KEIKO ORRALL  
12<sup>TH</sup> BRISTOL DISTRICT

ROOM 540, STATE HOUSE  
TEL. (617) 722-2090  
Keiko.Orrall@MAhouse.gov

March 23, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing with regard to MassDOT's Draft Supplemental Environmental Impact Report (DSEIR) filed with the Massachusetts Environmental Policy Act (MEPA) on January 31, 2018 to adopt a phased approach to South Coast Rail service. I appreciate the Baker/Polito Administration's careful consideration of the financial and political realities of this project.

As the State Representative for the communities of Lakeville, Middleborough, Berkley, and Taunton, I respectfully suggest that the option of Pilgrim Junction Service Option 1 (Section 2.4.2), keeping the Lakeville station instead of a new Pilgrim Junction station, has not been fully explored. It provides a one seat ride, has no impact to existing Middleborough-Lakeville riders, does not require wetland variances, and would provide service by 2022. I would suggest that this alternative has less of an environmental impact than the proposed Pilgrim Junction station. It is not clear to me how it was determined that this alternative should be dismissed. The comments included in the DSEIR to dismiss this alternative do not sufficiently answer what criteria and regulations were used to deem that a change of direction "would require at least 15 minutes of additional time to accommodate required operational and safety requirements." I would suggest that the operational requirements for this service option be clearly delineated. I also suggest that if there are safety regulations that would prohibit this option that they be stated as well. It is not clear to me what specific regulations are being used and whether there are potential exemptions.

In addition, I believe in order to determine that this is not the option of least environmental impact, a detailed analysis of the computer modeling and advanced scheduling needs to be considered. It is not clear to me what effort was made to do scheduling changes to determine if this was a viable alternative. The potential for making up time with scheduling changes is not noted. We do not know what or if any alternative scheduling was explored. There is also little reference to what happens to the Lakeville

station if the project moves forward with the new Pilgrim Junction station. The reuse and development of this station needs to also be considered for potential environmental impacts.

While the DSEIR answers many questions regarding the potential for a new Pilgrim Junction station, I do not believe that all potential solutions associated with Option 1 were fully vetted. There is the potential that the construction of Pilgrim Junction in Middleborough is not necessary.

- 12.04 On the Pilgrim Junction Service Option 3 —One seat ride via New Middleborough Station, I want to express my concerns regarding the potential traffic impacts to this area. While the DSEIR indicates that there are no detrimental impacts, I respectfully request that the intersections of Route 105 and I-495 be further evaluated for improvements that would increase economic development. It also needs to be clear that the traffic mitigation will be fully provided for the Route 105 and Route 28 intersection as well as an area of concern on Route 28 near the school and Hannaford's supermarket. This area is near the Route 105 and Route 28 intersection and has had a history of accidents and traffic issues. This area on Route 28 needs to be examined for potential impacts with a Pilgrim Junction citing and fully mitigated for improvements.
- 12.05
- 12.06 The potential for economic development with this alternative route needs to be fully explored and explained in the communities of Lakeville, Middleborough, Berkley, and East Taunton. Officials need to be made aware of grant opportunities and state agencies that may be helpful in the event that Phase One of South Coast Rail moves forward.

Thank you for your consideration of my comments.

Sincerely,

Keiko M. Orrall  
State Representative



PAUL A. SCHMID  
REPRESENTATIVE  
8th BRISTOL DISTRICT

STATE HOUSE, ROOM 406  
TEL: (617) 722-2017  
Paul.Schmid@MAhouse.gov

*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON, MA 02133-1064

Vice Chairman  
Committee on State Administration  
and Regulatory Oversight

Committees:  
Public Health  
Public Service  
Children, Families and  
Persons With Disabilities

March 22, 2018

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
Attn: MEPA Office- Purvi Patel  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Draft Supplemental Environmental Impact Statement - South Coast Rail

Dear Secretary Beaton:

I write to voice strong support and advocacy of the Massachusetts Department of Transportation's South Coast Rail Phase Approach, as detailed and studied in the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR).

South Coast Rail has been in the research and design phase for almost two decades, as my constituents have patiently waited for implementation. While I recognize that there is a preferred "Stoughton Route" to many residents, I believe it is within the best interest of the South Coast region to move forward with Phase One via the "Middleborough Route" option.

The full-build "Stoughton Route" still has major issues to overcome, including environmental impact research and permitting issues that will take many more years to address, time in which no building of the rail can be done. The "Middleborough Route" offers substantial benefits on multiple fronts for my constituents on the South Coast.

The "Middleborough Route" can benefit the overall South Coast Rail Project greatly. As the "Middleborough Route" will be built using the phased approach, meaning that construction work can begin while the "Stoughton Route" is undergoing permitting. This means that construction of

certain junctions, including the southern triangle, can be constructed and maintained for the ultimate full build without the need to wait for permitting and environmental studies.

The major factor why I support the DSEIR in connection with Phase I is the overall cost. Up through March 2018, the Commonwealth, under three different administrations, has spent over \$150 million on the South Coast Rail Project. The electrified, preferred route, the "Stoughton Route" has costs that continually rise and has been estimated to cost an extra \$1.2 billion, an increase from \$2.2 billion to \$3.4 billion. Costs and other variables will only continue to rise as the project sits on the drawing board. However, this can be mitigated by using the "Middleboro Route" which could begin construction more quickly and be done at roughly a third of what the most recent costs were projected to be.

Our constituents and the entire South Coast have waited many years for rail service and deserve expedient delivery on the Commonwealth's commitment. While the preferred "Stoughton Route" undergoes the process of permitting and legal navigation, I wholeheartedly support advancing early service on the "Middleborough Route". The "Middleborough Route" can bring service at a much lower cost and much quicker than waiting for the full build. I look forward to continue working with our partners and MassDOT throughout this project to address the concerns of my district as they may come, specifically the request for inclusion of an additional stop in the City of Fall River in Phase One.

Thank you for your kind attention to the matter and please do not hesitate to reach out to me with any questions or concerns.

Sincerely,

PAUL A. SCHMID  
State Representative  
8th Bristol District



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1020

ALAN SILVIA  
STATE REPRESENTATIVE  
7th BRISTOL DISTRICT

STATE HOUSE, ROOM 107  
TEL: (617) 722-2230  
DISTRICT: (508) 567-6474  
Alan.Silvia@MAhouse.gov

VICE CHAIRMAN  
Public Safety and Homeland Security

Joint Committees on  
Election Laws  
Revenue  
Ways and Means

March 22, 2018

Secretary Matthew A. Beaton, EOEEA,  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Draft Supplemental Environmental Impact Statement- South Coast Rail

To Whom It May Concern:

I am writing in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outlined in the South Coast Rail Draft Supplemental Environmental Impact Statement.

We in the South Coast had a Groundbreaking Ceremony twenty years ago and little progress has occurred except the need for Rail service to our community. The proposed project change, the "Middleboro route," would bring rail service to the South Coast faster and at a lower cost, while also advancing a phased approach to the preferred "Stoughton route."

As costs continue to rise, the estimated cost of the electric "Stoughton route", most recently from its 2012 estimate of \$2.2 billion to a projected \$3.4 billion, and the critical issue is the Commonwealth has spent over \$150 million on the South Coast Rail Project. Costs will inevitably continue to increase as we delay the construction. Projection show through the "Middleboro route," construction could begin sooner and at one-third of the most recent projected cost.

The "Middleboro route"-Phase 1-utilizes existing tracks, and requires the same track and station upgrades that are needed for the "Stoughton route". I have spoken with Mayor Jasiel Correia and a concern is a location suggested for an additional platform. We are in agreeance that placement of this platform at Battleship Cove would be beneficial for Fall River commuters and visitors. However, none of the upgrades can take place under the "Stoughton route" until all of the permits

are obtained, which could take up to eight years. A phased approach allows construction to begin as the permitting process continues for the "Stoughton route," ensuring a smoother start to Phase 2 of the project.

The South Coast cannot wait until 2030 for rail service. The early service "Middleboro route" would bring rail service to the South Coast faster and at a better cost, while continuing to advance the "Stoughton route." The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022.

I fully endorse the phased "Middleboro route" approach to the South Coast Rail Project and urge all involved to make this a reality for the residents of Southeastern Mass. Please do not hesitate to reach out to me with any questions or concerns. Thank you for your attention to this important matter.

Sincerely,

Alan Silvia  
State Representative





WILLIAM M. STRAUS  
REPRESENTATIVE  
10TH BRISTOL DISTRICT  
ROOM 134  
TEL: (617) 722-2400  
  
DISTRICT OFFICE  
Tel: (508) 992-1260  
William.Straus@MAhouse.gov

*The Commonwealth of Massachusetts*  
*House of Representatives*  
*State House, Boston 02133-1054*

COMMITTEE  
Chairman  
TRANSPORTATION

March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: South Coast Rail DSEIR  
EEA# 14346

Dear Secretary Beaton:

I am writing to express my strong support for the proposed Phase 1 service route through Middleborough as part of the South Coast Rail (SCR) Project as described and more thoroughly assessed in the DSEIR. I urge you to issue findings pursuant to MEPA regulation section 11.08(8)(b) that deem and treat the draft SEIR as a final SEIR going forward. I believe that the draft report has sufficiently addressed the issues raised in the notice of project change certificate, as well as comments raised by concerned stakeholders, and I have highlighted a number of particularly meaningful portions of the report below.

Regional equity necessitates that the commonwealth seize the special opportunity presented by the availability of the Middleborough secondary line to provide rail service to Taunton and the South Coast years earlier than would otherwise be possible under the Stoughton alternative alone. The phased approach will provide greater mobility options to the only Gateway Cities within 50 miles of Boston that do not have access to regularly scheduled rail service. In

addition, this provides significant environmental and operational benefits that will accrue to the commonwealth as a whole.

From an environmental perspective, I echo the DSEIR's assessment and stress that Phase 1 poses none of the ecological and legal challenges that challenge the project north of Cotley Junction; crucially, the project change does not require the granting of a variance. Phase 1 service would utilize only Tier 3 and potentially Tier 4 diesel locomotives, among the cleanest diesel locomotives available, and would eliminate 66,400 vehicle miles traveled per day. In total, early service will provide a substantial reduction of 6,460 metric tons of greenhouse gases per year.

Further, operational advantages that flow from the proposed improvements to the Middleborough secondary line independently support much of the marginal cost incurred. Upgrading the right of way to accommodate active passenger rail builds needed redundancy into the commuter rail system, which, as recent winters have demonstrated, is crucial to responding to weather-related and mechanical service disruptions. Future flooding levels experienced through the portion of the Hockomock Swamp contemplated for the Stoughton route would likely limit the train lines' functionality in the coming decades as a result of climate change. Moreover, the related station improvements at Pilgrim Junction – which, critically, allow for a one-seat ride from Fall River and New Bedford and trip times that are in line with other end stations in the state's commuter rail system, represent a sound investment with respect to someday also adding commuter rail service south to Buzzards Bay.

In short, in light of these clear benefits, the logic of phasing this project is undeniable; early work on the Southern Triangle will only serve to move up any projected completion date for the Stoughton build, given that permitting challenges are likely to push any full build start date well into the next decade. With the South Coast becoming increasingly isolated from the greater Boston area due to increasing congestion, I urge approval of the draft report so that the proponent may move to implementation of design and construction.

Sincerely,

Rep. William M. Straus  
10<sup>th</sup> Bristol District





The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

SENATOR JOSEPH A. BONCORE  
First Suffolk and Middlesex Districts

STATE HOUSE, ROOM 112  
BOSTON, MA 02133-1053  
TEL. (617) 722-1634  
FAX (617) 722-1076

JOSEPH.BONCORE@MASENATE.GOV  
WWW.MASENATE.GOV

March 26, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

**Re: Draft Supplemental Environmental Impact Statement- South Coast Rail**

Dear Secretary Beaton:

I write in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outline in the South Coast Rail Draft Supplemental Environmental Impact Statement. As the Senate Chair of the Transportation Committee, I understand the need to expand rail service to each corner of the Commonwealth. Establishing a reliable and accessible transportation link will spur economic growth in the region of the South Coast.

A modern and expanded transportation system is essential for the Commonwealth to remain an economic competitor and attract global businesses. U.S. News and World Report just ranked Massachusetts as being one of the most congested states in the country (47<sup>th</sup>). This project will enable south coast resident's a greater quality of life by reducing commute times and removing cars off the state highway system which is the single greatest contributor to greenhouse gas emissions. Further this project will create a link for south coast residents to Boston's job market.

As a Senator representing the Greater Boston area I must stress the importance of establishing greater connectivity between these two regions. In the area I represent housing costs are some of the highest in the country and these costs are projected to continue to rise due to population growth. The two largest demographics in the Commonwealth are baby boomers and millennials. With nearly 1 million baby boomers retiring by 2030 and all millennials graduating in that same time period the demand for housing will be great. Expanding the transportation system, through projects like South Coast Rail, will also expand housing opportunity in cities and towns that now have a direct link to jobs.

Chairman  
JOINT COMMITTEE ON HOUSING  
AND  
JOINT COMMITTEE ON TRANSPORTATION  
Vice Chairman  
JOINT COMMITTEE ON HEALTHCARE FINANCING

FINANCIAL SERVICES  
GLOBAL WARMING AND CLIMATE CHANGE  
REVENUE

I understand that the South Coast Rail Project has been studied for many years and vetted through all appropriate levels of government. To date, the Commonwealth has spent over \$150 million on the Project and has ensured that total impacts to vegetated wetlands under Phase I will account for less than 5,000 square feet. I appreciate MassDOT's continued stewardship to ensure that this project will have the least possible impact on wetlands and have considered all environmental impacts on the region.

In closing, I appreciate the Baker Administration's commitment to establishing greater connectivity between Boston and the South Coast by way of infrastructure investment in rail. I encourage your office to review the DSEIR carefully so that this project will move forward in an expeditious manner.

Please do not hesitate to reach out to me with any questions or concerns. Thank you for your attention to this important matter

Sincerely,

Joseph A. Boncore  
Senator  
First Suffolk and Middlesex

Patel, Purvi (EEA)

From: Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
Sent: Tuesday, February 27, 2018 1:56 PM  
To: Sarah Paritsky (Regina Villa Associates)  
Cc: Nancy Farrell (Reginavilla); Patel, Purvi (EEA)  
Subject: Comment from Sen. Menard  
Attachments: 20180227135705311.pdf

Hi Sarah -

Attached is a comment letter from former Senator Joan Menard. She attended last week's meeting with the Secretary in Dartmouth.

Jean C. Fox  
Project Manager, South Coast Rail  
MassDOT  
10 Park Plaza, Suite 4150  
857-368-8853  
857-600-8791 (cell)

-----Original Message-----

From: [donotreply@dot.state.ma.us](mailto:donotreply@dot.state.ma.us) [mailto:[donotreply@dot.state.ma.us](mailto:donotreply@dot.state.ma.us)]  
Sent: Tuesday, February 27, 2018 1:57 PM  
To: Fox, Jean (DOT)  
Subject: Message from "BOS-PLAN-RICOH1"

This E-mail was sent from "BOS-PLAN-RICOH1" (MP C5503).

Scan Date: 02/27/2018 13:57:05 (-0500)  
Queries to: [donotreply@dot.state.ma.us](mailto:donotreply@dot.state.ma.us)



DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 28, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

17.01

*This project is essential to the  
South Coast. I understand we  
must do a phased approach.  
Thank you to the Commissioner  
and to Jean Fox.  
Great Presentation on  
Wed. Feb. 21 - at U Mass Law School!*

NAME Joan M Menard TITLE Director of External  
Government Affairs  
ORGANIZATION Bristol Comm College ADDRESS 777 Claburn St Fall River  
EMAIL ADDRESS: senatormenard@yahoo.com



**SENATOR MARK MONTIGNY**  
ASSISTANT MAJORITY LEADER  
Second Bristol and Plymouth District

**CHAIRMAN**  
SENATE COMMITTEE ON RULES

March 23, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing to express comments on the Draft Supplemental Environmental Impact Report (DSEIR) for Phase I of South Coast Rail. As the Senator representing Greater New Bedford and longtime leader of the South Coast delegation on this issue, I must stress the importance of establishing a reliable and easily accessible transportation link from our region to Boston. During my Senate tenure I have spent considerable time and energy securing multiple state bonding authorizations and legislation directing the design, permitting and construction of this vital project. It is crucial this administration remain committed to its stated goal of rail service from New Bedford to South Station by 2022. With this in mind, I wish to offer the following remarks.

18.01 First, the DSEIR puts forth a proposed schedule of trains travelling to and from New Bedford each day. While this establishes a baseline, hardworking taxpayers in my district deserve more than a few peak trains that constitute a ride time of 90 minutes or more. Reducing this time or creating an express train from New Bedford to South Station could increase ridership and help remove vehicles from our congested highways.

Second, I am encouraged that MassDOT has drafted a plan to limit significant wetlands concerns, a matter that has plagued the full-build Sloughton route for years. MassDOT estimates total impacts to vegetated wetlands under Phase I to be less than 5,000 square feet. This is a dramatic decrease, especially in the Southern Triangle where previous impacts tallied multiple acres.

18.02 Third, I implore the administration to take this opportunity to review a multimodal station at the Whale's Tooth location. This will provide an accessible transportation hub connecting downtown New Bedford to its waterfront and surrounding neighborhoods. Otherwise,

*The Commonwealth of Massachusetts*  
**MASSACHUSETTS SENATE**  
OFFICE OF THE ASSISTANT MAJORITY LEADER

STATE HOUSE, ROOM 312C  
BOSTON, MA 02133-1053  
TEL: (617) 723-1440  
FAX: (617) 723-1098  
DISTRICT TEL: (508) 989-1474  
MARK.MONTIGNY@MASENATE.GOV  
WWW.MASENATE.GOV

passengers travelling via bus and train will have to travel between two different locations in the city, presenting barriers to many in our community.

In closing, I appreciate the Baker Administration's commitment toward establishing a rail link between New Bedford and Boston. I encourage your office to review the DSEIR carefully so that this project may move forward in an expeditious manner. If you have any questions or concerns please do not hesitate to contact my office.

Sincerely,



Mark Montigny  
SENATOR





The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

OFFICE OF THE PRESIDENT PRO TEMPORE

SENATOR MARC R. PACHECO  
PRESIDENT PRO TEMPORE  
First Plymouth and Bristol District

STATE HOUSE, ROOM 512B  
BOSTON, MA 02153-1053  
TEL: (617) 725-1333

MAIL: PACHECO@MASENATE.GOV  
WWW.MASSENATE.GOV

LEGISLATIVE  
SENATE COMMITTEE ON  
TRANSPORTATION AND CONSTRUCTION

SENATE COMMITTEE ON  
TRANSPORTATION AND CONSTRUCTION  
LEGISLATIVE

SENATE COMMITTEE ON  
TRANSPORTATION AND CONSTRUCTION

March 23, 2018

Secretary Matthew A. Beaton, EOEA  
Attention: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing today to provide comment on the South Coast Rail DSEIR. After having reviewed the report I still believe there are many unanswered questions, and that too many substantive issues remain to be addressed for the document to be considered or reviewed as a Final Supplemental Environmental Impact Report (FSEIR).

Public trust in the full completion of this project including Phase II, Stoughton Preferred is quickly eroding. No one really believes that the project is moving forward in good faith and that Phase II will ever be completed. Continued planning of Phase II, Stoughton Preferred, as Phase I progresses, is required by the Army Corps of Engineers. There is no guarantee that once Phase I is completed that Phase II won't be abandoned.

Environmental, Social and Economic justice issues will go unmet if there is no legal guarantee that Phase II, Stoughton Preferred will be completed. Taunton, New Bedford and Fall River are the only three Gateway Cities within 50 miles of Boston without rail service. Phase I will bring rail to the downtowns of both Fall River and New Bedford, however, not downtown Taunton. Our community residents will be provided with transportation via a shuttle bus from downtown to a station that is to be located on the outskirts of the City. Where is the equity and economic justice in that?

While the report indicates that the "relocation and construction of the Middleborough train station" will have no additional negative traffic or community impact I totally disagree, as do the town officials who were not consulted on the Phase I plan. The Middleborough Rotary will be further impacted by Phase I; the full reconstruction rotary plan, with flower, should move forward as originally approved by DOT, as mitigation for the station relocation.

It is one thing for the Executive Branch and the Department of Transportation to say and promise to do something to be in compliance with the Army Corps of Engineers; however their actions don't reflect what has been publically stated. Numerous Administrations have stated over and over again that "South Coast Rail is a priority;" however none have identified the resources to make the project a reality. I find it quite interesting that this Administration has recently announced their plans to move forward with rail expansion projects in the greater metropolitan Boston area e.g. the Silver Line, the Green Line, and has renewed talks about the North South Rail Link. Yet, they continue to say they can't identify the resources for Phase II of the project. It's all about the Administrations priorities, and once again Southeastern Massachusetts is still waiting for economic, social and environmental justice.

There are many more issues of concern and questions that need to be addressed for which answers were not found in the DSEIR. I am attaching for your review a yet to be answered communication forwarded to Secretary Pollack, in July of 2017, which includes many of my concerns; along with SRPEDD's comments emphasizing many of the same issues.

As the Administration continues to review the important and serious comments that individuals have stated about economic, environmental and social justice issues, I hope this administration will come to the conclusion that the civil rights of Southeastern Massachusetts residents should and must be protected. Equity in terms of our public investments should be a priority and it is sorely lacking in terms of the proposed phased approach. This phased approach will ultimately cost the tax payers more money per rider than simply doing the Stoughton Preferred option as recommended by the Army Corps of Engineers.

Again, there are numerous substantive issues that must be addressed.

Sincerely,

Marc R. Pacheco  
Senate President Pro Tempore



SENATOR MARC R. PACHECO  
PRESIDENT PRO TEMPORE  
First Plymouth and Bristol District

STATE HOUSE, ROOM 312B  
BOSTON, MA 02133-1053  
TEL. (617) 723-1551

MARC.PACHECO@MASENATE.GOV  
WWW.MASENATE.GOV

# The Commonwealth of Massachusetts

## MASSACHUSETTS SENATE

OFFICE OF THE PRESIDENT PRO TEMPORE

Chairman  
SENATE COMMITTEE ON  
GLOBAL WARMING AND CLIMATE CHANGE

JOINT COMMITTEES:  
ECONOMIC DEVELOPMENT AND  
EMERGING TECHNOLOGIES  
EXPORT DEVELOPMENT  
TELECOMMUNICATIONS, UTILITIES AND ENERGY

SENATE COMMITTEE ON  
PERSONNEL AND ADMINISTRATION

July 25, 2017

Secretary Stephanie Pollack  
Massachusetts Department of Transportation  
10 Park Plaza, Suite 4160  
Boston, MA 02116

Dear Secretary Pollack:

I write to you to follow up on an oversight hearing about the South Coast Rail project by the Senate Committee on Global Warming and Climate Change dated June 27, 2017. Though many of my questions were answered at said hearing, several went unfortunately unanswered. At this hearing, your office offered to answer any follow-up questions that the committee had. I am taking this opportunity to request answers to the following questions:

- 1 • What guarantees are in place that the administration will complete both phases of the South Coast Rail project?
- 2 • Are there any processes in place that will bind the administration to completing the second phase of the South Coast Rail project?
- 3 • Is there a possibility of developing a pilot program with innovative train technology, such as the use of hydrogen fuel cells, that would originate at the Dean Street Station?
- 4 • Please outline the exact timeline for each step for completion of the overall process.
- 5 • Why is there no money in the 5-year capital plan for construction of the Stoughton Route? Is there going to be money in the next capital plan for construction of the Stoughton route, as opposed to early action?

- 20.06 • How many trains are going to be run along the Middleborough Secondary Line? How many trains would run once the Middleborough route is completed? What are the expected ridership numbers for the Middleborough Secondary Line once it is completed?
- 20.07 • What are the expected numbers after the Stoughton route is completed? What will the cost per rider be for Middleborough before and after the completion of the Stoughton Route?
- 20.08 • What will the expected travel time be from both Fall River and New Bedford to Boston using the Middleborough Route? Using the Stoughton Route?
- 20.09 • What effect will the addition of the Middleborough Secondary Line have upon rail service for the Cape? What limitations will this impose upon said route?
- 20.10 • While the Corps has not yet signed off on a Decision of Record (DOR, pending the 30% design completion of the Stoughton Route from Taunton to Stoughton) on the FEIR/FEIS for the Stoughton Route, necessary for the issuance of a 404 Permit, the proposed station construction and rehabilitation of the Middleborough freight rail line in environmentally sensitive areas will require similar scrutiny and permitting. Middleborough is being touted as a quicker, more doable option. Does anyone expect a quick and easy route through the environmental permitting process?
- 20.11 • The area of the freight line to be rehabilitated for the Middleborough Secondary Line was built decades ago. This area is now in proximity to critical habitat identified by The Nature Conservancy in their Habitat Protection Priorities for the Taunton River Watershed, including Critical Natural Landscapes (as documented by the state's Natural Heritage and Endangered Species Program). It is also in proximity to the greatest concentration of state certified coldwater fish resources (CFRs) in the Taunton River Watershed. CFRs are certified by the Massachusetts Division of Fisheries and Wildlife, and are classified as "Outstanding Resource Waters" (critical areas) under 314 CMR 4.00. Some of the streams, tributaries, and associated wetlands flow or drain into the Wild & Scenic Taunton River. This project seems to be on a fast track through the MEPA (environmental review) process, even without the promised ridership data being delivered for public review (as promised in the fall of 2016). That said, has all of the existing environmental data referenced above been taken into account in the planning and permitting discussions for the Middleborough Secondary Line?
- 20.12 • Why is the Middleborough Secondary Line still considered a practicable route when the Army Corps of Engineers has determined "that there is no practicable alternative to the Stoughton Electric alternative which would have less adverse impact on the aquatic ecosystem, and also does not have other significant adverse environmental consequences"?
- 20.13 • How does the Middleborough Secondary Line address the Commonwealth's Sustainable Development Principles, the state's Greenhouse Gas initiatives, and our commitment to increasing our local and regional resiliency in the face of climate change? What will the
- 20.14 • How does the Middleborough Secondary Line address the Commonwealth's Sustainable Development Principles, the state's Greenhouse Gas initiatives, and our commitment to increasing our local and regional resiliency in the face of climate change? What will the

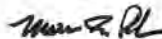


addition of the diesel Middleborough Secondary Line do to the Commonwealth's Greenhouse Gas emissions?

- Ultimately, what are we looking at in a fair and equitable assessment of the Stoughton Route and Middleborough Secondary Line? Is it just a total cost figure? Is it a perceived timeline? Is it a cost per trip as a comparison (Stoughton's 40 trips to the Middleborough's 4)? Has there been any comparison done on the economic development, social, and environmental justice aspects of both of these options? Does this type of comparison still justify a Middleborough Secondary Line for the short term, with a promise of a Stoughton Route as a Phase II, which may never be delivered? Or, does a fair and equitable comparison of these options show that Middleborough is just "taking people for a ride," giving them something that's better than nothing in order to deliver on a long overdue promise?
- 6 • What specific areas of the Stoughton Route are of concern for flooding? Are there any flooding concerns with the Middleborough Secondary Line?
- 17 • Where is the new commuter rail station expected to be located in East Taunton? What efforts will be made to get people from the heart of Taunton to the new East Taunton station?
- Why is the Green line extension being completed before South Coast Rail when much of that area's potential ridership already has access to public transportation?

I would appreciate a prompt response to the preceding questions. If you require any clarifications on any of these questions, please do not hesitate to contact my office.

Sincerely,



Marc R. Pacheco  
Senate President Pro Tempore



SENATOR MICHAEL J. RODRIGUES

First Bristol and Plymouth District

STATE HOUSE, ROOM 109D  
BOSTON, MA 02133-1053  
TEL: (617) 722-1114  
FAX: (617) 722-1498

MICHAEL.RODRIGUES@MASENATE.GOV  
WWW.MASENATE.GOV

The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

MAJORITY WHIP

Chairman  
SENATE COMMITTEE ON ETHICS

DISTRICT OFFICES  
ONE GOVERNMENT CENTER  
ROOM 235

FALL RIVER, MA 02722  
TEL: (508) 646-0650  
FAX: (508) 646-0656

SOMERSET TOWN HALL  
140 WOOD STREET  
SOMERSET, MA 02726  
TEL: (508) 673-8408

March 12, 2018

Secretary Matthew A. Beaton, EOEEA,  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Draft Supplemental Environmental Impact Statement- South Coast Rail

To Whom It May Concern:

- 21.01 I write in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outlined in the South Coast Rail Draft Supplemental Environmental Impact Statement.

The need for South Coast Rail continues to grow, though little progress has been made over the past twenty years since the project's Groundbreaking Ceremony. The proposed project change, the "Middleboro route," would bring rail service to the South Coast faster and at a lower cost, while also advancing a phased approach to the preferred "Stoughton route."

To date, the Commonwealth has spent over \$150 million on the South Coast Rail Project. The estimated cost of the electric "Stoughton route" continues to rise, most recently from its 2012 estimate of \$2.2 billion to a projected \$3.4 billion. Costs will inevitably continue to increase as we delay the construction start time. Through the "Middleboro route," construction could begin years earlier and at one-third of the most recent projected cost.

The "Middleboro route" - Phase 1—utilizes existing tracks, and requires the same track and station upgrades that are needed for the "Stoughton route." However, none of the upgrades can take place under the "Stoughton route" until all of the permits are obtained, which could take up

to eight years. A phased approach allows construction to begin as the permitting process continues for the "Stoughton route," ensuring a smoother start to Phase 2 of the project.

The South Coast cannot wait until 2030 for rail service. The early service "Middleboro route" would bring rail service to the South Coast faster and at a better cost, while continuing to advance the preferred "Stoughton route." For these reasons, and many more, I fully endorse the phased "Middleboro route" approach to the South Coast Rail Project.

Please do not hesitate to reach out to me with any questions or concerns. Thank you for your attention to this important matter.

Sincerely,



Michael J. Rodriguez  
STATE SENATOR



SENATOR WALTER F. TIMILTY  
*Norfolk, Bristol and Plymouth District*

STATE HOUSE, ROOM 213B  
BOSTON, MA 02133-1053  
TEL. (617) 722-1643  
FAX. (617) 722-1522

WALTER.TIMILTY@MASENATE.GOV  
WWW.MASENATE.GOV

The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

*Chair*  
JOINT COMMITTEE ON STATE ADMINISTRATION  
AND REGULATORY OVERSIGHT

*Vice Chair*  
JOINT COMMITTEE ON MUNICIPALITIES AND  
REGIONAL GOVERNMENT

JOINT COMMITTEE ON ELDER AFFAIRS  
JOINT COMMITTEE ON VETERANS AND FEDERAL AFFAIRS  
SENATE COMMITTEE ON BONDING, CAPITAL EXPENDITURES  
AND STATE ASSETS

March 20, 2018

Secretary Matthew A. Beaton, EOEAA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Mr. Secretary:



22.01 I would like to take this opportunity to outline my staunch opposition to the proposed Stoughton Straight Alternative, also known as the Full Build Project, for the South Coast Rail Project. I stand in firm solidarity with the citizens of the region, including the residents of Stoughton, Easton, and Canton, in opposition to this proposal. I stand with these towns in favor of the Middleboro Alternative remaining the long-term solution for the provision of commuter rail service to the South Coast.

The Full Build Project will pose a detrimental disruption to the towns in the region. In Stoughton, the rail line would run in close proximity to residential neighborhoods, a school, and local businesses. In Easton, the rail line would run through the areas in and around the North Easton Village, a nationally recognized historic district. In both of these instances, the required infrastructure would severely impact the aesthetics of the downtown districts, all but negating the substantial investment that both the town themselves and the Commonwealth have invested in revitalization efforts. In addition, while the proposals do call for sound barriers and other noise mitigation measures, these plans fall far short of what Stoughton, Easton, and Canton consider sufficient. Therefore, additional noise mitigation efforts would be necessary, particularly in areas of high population density.

Secondly, the Massachusetts Department of Transportation acknowledges in the Draft Supplemental Environment Report that the Phase 1 (Middleboro Alternative) impacts to state and federal wetland resources will be dramatically less significant than the potential impacts posed by the Full Build Project. This poses considerable concerns regarding the impact of the Full Build Project, given the proposal to build a two-mile railroad trestle over the Hockomock Swamp. While Phase 1 of the project will not require the procurement of any Massachusetts Wetlands Protection Act (WPA) variances, it has been estimated that the Full Build Project will require nine WPA variances, suggesting notable effects on the area wetlands.

In order to protect the safety of the region's residents, to preserve the integrity of downtown historic districts, and to mitigate the environmental impacts while still providing commuter rail access to the South Coast, I urge you to support the Middleboro Alternative as the long-term solution for the South Coast Rail Project.

Should you have any questions or concerns, please do not hesitate to contact me. Thank you for your time and your consideration.

Sincerely,



WALTER F. TIMILTY  
State Senator  
Norfolk, Bristol & Plymouth District

**Meier, Julia**

---

**To:** Chabot, Trey  
**Subject:** RE: [External] FW: Cape Cod Commuter Rail Service in the South Coast Rail Study

**From:** Glenn Cannon [<mailto:gcannon@capecodcommission.org>]  
**Sent:** Thursday, February 08, 2018 9:26 AM  
**To:** Fox, Jean (DOT)  
**Cc:** Kersten, James A. (DOT)  
**Subject:** Cape Cod Commuter Rail Service in the South Coast Rail Study

Hi Jean,

Do you have a summary for the impact that the South Coast Rail Study has on Cape Cod (please see the inquiry below from the Cape Cod Times).

23.01 What are the next steps for Commuter Rail to Buzzards Bay in Bourne?

Thanks

Glenn Cannon  
Director of Technical Services  
3225 Main Street, P.O. Box 226  
Barnstable, MA 02630  
(508) 362 - 3828

**From:** Genter, Ethan [<mailto:egenter@capecodonline.com>]  
**Sent:** Wednesday, February 07, 2018 5:29 PM  
**To:** Glenn Cannon <[gcannon@capecodcommission.org](mailto:gcannon@capecodcommission.org)>  
**Subject:** SCR

Hey Glenn,

I am reading through the DSEIR that MassDOT just released and see a few Cape Cod mentions. I wanted to get your take on what it means for us down here, if anything at all.  
I've only read about halfway through but it sounds like the Middleboro secondary route is the preferred Phase 1 route, which seemed like it was what most Cape people were hoping for.

I'll be around tonight and tomorrow if you get a chance.

Cheers,  
Ethan Genter  
Reporter, Cape Cod Times  
[egenter@capecodonline.com](mailto:egenter@capecodonline.com)  
508-916-0409

This message may contain confidential and/or privileged information. If you are not the intended recipient or authorized to receive this for the intended recipient, you must not use, copy, disclose or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by sending a reply e-mail and delete this message. Thank you for your cooperation.





TOWN OF EASTON  
MASSACHUSETTS  
*Office of the Town Administrator*

March 1, 2018

Matthew A. Beaton  
Secretary, Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: South Coast Rail - Easton, Massachusetts

Dear Secretary Beaton:

These comments are submitted on behalf of the Easton Board of Selectmen in response to the Draft Supplemental Environmental Impact Report (DSEIR), South Coast Rail Project Phase I filed with the Executive Office of Energy and Environmental Affairs. At a meeting held on February 26, 2018 the Board of Selectmen voted its continued opposition to the Stoughton alternative altogether and expressed its support of the Middleboro alternative as the long-term solution to provide commuter rail service to the South Coast.

The Town of Easton, through the Board of Selectmen, have documented in past comments its concerns the impacts the Stoughton Alternative will have on the town. Those concerns remain and are summarized here:

- The existing Main Street overpass will not accommodate double-decker train cars and would need to be reconstructed so that there is no material grade change along Main Street itself. An at-grade crossing or an improved overpass with a significant rise from current grade is not acceptable. Either would negate the economic boost this area is realizing as a result of the millions of revitalization dollars invested by the town and Commonwealth.
- The activated rail line and its attendant catenary wires, signaling and crossing infrastructure will have a severe visual impact on the town, especially the historic districts in and around North Easton Village. As noted in the previous bullet the town has spent millions of dollars revitalizing this area, with significant assistance from the Commonwealth. Impacts to these historic districts would need to be appropriately mitigated.
- Sound barriers and other noise mitigation measures would be required in areas of high residential density along the line, in addition to the locations proposed in the FEIR.
- The Middleboro alternative achieves the goal of providing commuter rail service to Fall River and New Bedford at a lower cost and with less environmental impact. The DSEIR

1

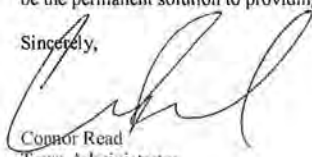
136 Elm Street, North Easton, MA 02356 (508) 230-0510 fax (508) 230-0519

does not provide a full cost analysis comparing the cost of Full Build to the full cost of Phasing the project (i.e. Phase I, followed by construction of the Stoughton to Taunton connection). Both a DSEIR Fact Sheet (available on the South Coast Rail website) and the DSEIR itself, state significant savings will be realized by constructing the Middleboro connection to the Southern Triangle sooner than would be possible for the Full Build. Once constructed it would seem the Middleboro Alternative has met the project's goal and the Stoughton Alternative will be unnecessary.

Enclosed with this letter are copies of the comment letters previously submitted and which detail the Town's concerns and the mitigation measures necessary to protect the safety of Easton's residents, preserve the integrity of Easton's nationally recognized historical districts and protects the nascent revitalization of Easton's downtown.

Thank you for your consideration of Easton's concerns. We ask that the Middleboro Alternative be the permanent solution to providing the South Coast to Boston connection.

Sincerely,

  
Connor Read  
Town Administrator

enclosures

cc: Easton Board of Selectmen  
Senator Walter F. Timilty  
Senator Michael D. Brady  
Representative Claire D. Cronin  
Representative Shaunna O'Connell  
Stephanie Danielson, Director of Planning & Economic Development  
David Field, Director of Public Works

2



**TOWN OF EASTON**  
**MASSACHUSETTS**  
*Office of the Town Administrator*

**CONNOR READ**  
Acting Town Administrator

156 Elm Street  
North Easton, MA 02556  
(508) 230-0510  
Fax (508) 230-0519  
[www.easton.ma.us](http://www.easton.ma.us)

April 3, 2017

Matthew A. Beaton  
Secretary, Energy and Environmental Affairs  
100 Cambridge Street, Suite 900 Boston,  
MA 02114

Re: South Coast Rail - Easton, Massachusetts

Dear Secretary Beaton:

These comments are submitted by the Easton Board of Selectmen (Selectmen) in response to the Notice of Project Change filed for the South Coast Rail project with the Executive Office of Energy and Environmental Affairs. At a meeting held on April 3, 2017 the Selectmen voted its continued opposition to the Stoughton alternative altogether and expressed its support of the Middleboro alternative as the long-term solution to provide commuter rail service to the South Coast. The Middleboro alternative achieves the goal of providing commuter rail service to Fall River and New Bedford at a lower cost and with less environmental impact.

The Town of Easton, through the Board of Selectmen, has documented in past comments its concerns that the impacts the Stoughton Alternative will have on the town. Those concerns remain and are summarized here:

- The existing Main Street overpass will not accommodate double-decker train cars and would need to be reconstructed so that there is no material grade change along Main Street itself. An at-grade crossing or an improved overpass with a significant rise from current grade is not acceptable. Either would negate the economic boost this area is realizing as a result of the millions of revitalization dollars invested by the town and Commonwealth.
- The activated rail line and its attendant catenary wires, signaling and crossing infrastructure will have a severe visual impact on the town, especially the historic districts in and around North Easton Village. As noted in the previous bullet the town has spent millions of dollars revitalizing this area, with significant assistance from the Commonwealth. Impacts to these historic districts would need to be appropriately mitigated.
- Sound barriers and other noise mitigation measures would be required in areas of high residential density along the line, in addition to the locations proposed in the Final Environmental Impact Report (FEIR).

Enclosed are copies of the comment letters detailing these concerns and the mitigation measures that would be necessary to protect the safety of Easton's residents, preserve the integrity of



**TOWN OF EASTON**  
**MASSACHUSETTS**  
*Office of the Town Administrator*

**DAVID A. COLTON**  
Town Administrator

September 27, 2016

Matthew A. Beaton  
Secretary, Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: South Coast Rail – Easton, Massachusetts

Dear Secretary Beaton:

During the recent public input session on the South Coast Rail project, MassDOT representatives provided an update on the progress of the project. The audience was informed design and permitting for the Stoughton Alternative would continue at the same time steps would be taken to develop the Middleboro Alternative. Just prior to the session staff was told the Middleboro Alternative was intended to be a temporary option that would allow access from Fall River/New Bedford to Boston sooner than the projected date for completing the Stoughton Alternative. During the session, MassDOT representatives did not commit one way or another when asked outright if the Middleboro Alternative might replace the Stoughton Alternative.

**At a meeting held September 26, 2017 the Easton Board of Selectmen voted unanimously its opposition to the Stoughton alternative and support the Middleboro alternative as the preferred option.**

24.05

In addition to reiterating the concerns the town has expressed in previous comment letters as summarized below, there is concern that ambiguity as to whether the SouthCoast Rail will be coming through Easton will adversely affect the decision of businesses and potential homeowners to locate in Easton. The town, with financial support from the Commonwealth, has made significant investments over the past several years to attract new and re-development projects to the areas identified as Priority Development Areas in the SouthCoast Corridor Plan. It would seem from both a fiscal and expediency standpoint, the Stoughton Alternative should be put on hold while the feasibility of the Middleboro Alternative is further evaluated.

Should the Stoughton route continue to be preferred, the town believes the SouthCoast Rail will create significant impacts that will need to be addressed and mitigated:

- The Main Street overpass must be reconstructed so that there is no material grade change along Main Street itself. An at-grade crossing or an improved overpass with a significant rise from current grade is not acceptable. Either would negate the economic boost this





**TOWN OF EASTON**  
MASSACHUSETTS  
*Office of the Town Administrator*

DAVID A. COLTON  
Town Administrator  
January 28, 2014

Jean C. Fox  
Project Manager, South Coast Rail  
Massachusetts Department of Transportation  
10 Park Plaza, Suite 4150  
Boston, MA 02116

Re: South Coast Rail Mitigation – Easton, Massachusetts

Dear Ms. Fox,

Thank you for meeting with us last week to discuss our outstanding concerns relative to the South Coast Rail Project. During the meeting Chairwoman Corona, Planning Director Anderson and I summarized measures we see as critical to addressing the important outstanding unmitigated impacts on our community from the proposed South Coast Rail project.

First, the Town sought and received confirmation that the rail line will pass underneath Main Street with no material grade change along Main Street itself. Since neither an at-grade crossing nor significantly raising the Main Street Bridge is acceptable to the Town we are pleased to learn that the 18' 6" clearance required for electrification will not adversely impact the Main Street crossing.

Related to our first concern, the activated rail line and its attendant catenary wires, signaling and crossing infrastructure would have a severe visual impact on the town, especially the historic districts in and around North Easton village. In recent years the town has spent millions of dollars revitalizing this area, with significant assistance from the Commonwealth, – partnering in the restoration of the Ames Shovel Works as a mixed-income residential complex, acquiring the Governor Ames Estate as a community park, and rebuilding Main Street, among other efforts. While we appreciate your assurances that all appropriate measures will be taken to lessen the impact we remain skeptical, particularly about the impact on the historic H.H. Richardson train station, which currently houses the Easton Historical Society.

Since overhead wires for the train seem to be a foregone conclusion, mitigating the impact should include moving existing utility wires underground at other historically significant locations in North Easton Village, and by guaranteeing high-quality materials and design for train-related structures – including a smaller North Easton Village station and platform congruent with abutting historic resources – and by working with the Town on the design and placement of landscaping and of train-related infrastructure including fencing, catenary poles, signal boxes, and traffic barriers. We understand a smaller platform would require state and federal waivers, but believe they are worth pursuing so that this area of critical historic importance is not compromised by a raised, 800 foot long platform.

Second, Washington Street's (Route 138) intersections with both Elm Street and with Union Street have both been identified as high crash locations with recommendations for traffic signals in the 2007 Easton State Numbered Routes Study, performed by Old Colony Planning Council (OCPC). Because of safety concerns at

1

136 Elm Street, Easton, MA 02356 (508) 230-0510 fax (508) 230-0519 dcolton@easton.ma.us



**TOWN OF EASTON**  
MASSACHUSETTS  
*Office of the Town Administrator*

DAVID A. COLTON  
Town Administrator  
October 25, 2013

Alan Anachecka-Nasemann  
Senior Project Manager  
Regulatory Division, Permits and Enforcement Branch  
U.S. Army Corps of Engineers  
696 Virginia Road  
Concord, MA 01742-2751

Secretary Richard K. Sullivan  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Attn MEPA Office: Purvi Patel

Re: NAE-2007-00698  
EEA # 14346, South Coast Rail Draft Environmental Impact Statement/Report

Dear Mr. Anachecka-Nasemann and Secretary Sullivan:

The Town of Easton is writing to provide comments on the Final Environmental Impact Statement/Report (FEIS/FEIR) for the South Coast Rail project. Selection of the Stoughton Electric Alternative as the LEDPA will result in significant impacts on the Town of Easton. While the FEIR/FEIS provided a great deal more information than the DEIR/DEIS, the full impact of the project will not be known until the design phase of the project commences. Therefore, the Town of Easton expects to be integrally involved in design phase. The following comments highlight the Town's most critical concerns.

**Public Safety**

The FEIR/FEIS discusses the measures the MBTA will take to ensure public safety at grade crossings. The measures are both physical and educational. Physical measures include gates (designed to break away for emergency vehicles as necessary), bells, signage and markings, illumination, sounding horns, relocation of utility poles as needed and guardrails as needed. Education measures will be conducted during design and early construction.

South Coast Rail FEIR/FEIS Review

136 Elm Street, Easton, MA 02356 (508) 230-0510 fax (508) 230-0519 dcolton@easton.ma.us

- Upgrade Union Street (Brockton town line to Route 138) – Installation of traffic signals
- Traffic Improvements at the intersection of Route 138 and Route 123 – the installation of traffic signals

The FEIR/FEIS generally does not propose additional infrastructure to support bicyclists or pedestrians indicating that most of the infrastructure needed to support bicyclists or pedestrians currently exists and will not be impacted by the project. However it does propose pavement markings and signage improvements at the Main, Lincoln and BarRight-of-Way Streets Intersection.

#### Comment

*The FEIR/FEIS proposes to install new traffic signals at Route 138 and Union Street and Route 138 and Elm Street and signal timing adjustments at the intersection of Route 138 and Roche Bros. Plaza and the intersection of Route 138 and Route 123. A local 40R development project includes enhancing the intersection of Route 138 and Route 123 to address safety and traffic issues. The report also indicates improvements to facilitate vehicular movement and pedestrian travel at the Main Street and Center Street intersection will be provided. The Town of Easton believes it is essential, due to existing congestion and hazards at the Union Street and Elm Street intersections, that the signals be installed and that the proposed improvements at the intersection of Main Street and Center be made.*

*The FEIR/FEIS projects 240 and 180 bicycle/pedestrian trips per day respectively at the North Easton station and the Easton Village station. The FEIR/FEIS states the majority of the infrastructure needed to support pedestrian and bicycle access to both proposed stations exists currently and would not be adversely impacted by the change in number of pedestrians and bicyclists. Currently sidewalks do not exist along route 138, dedicated, marked or even shared bicycling lanes do not exist along 138 and bicycle maneuvering markings at intersections do not exist.*

*The Easton Village Station is proposed to be a "kiss and drop" station and is not intended to accommodate commuter parking. It is unrealistic to expect that commuters will not park on the surrounding streets and in the area parking lots. Mitigation needs to include installation of signage and funding for enforcement activity.*

*The Town of Easton asked for additional details about traffic calming mentioned in the DEIS/DEIR and commented that MassDOT, in coordination with regional transit providers, should work to expand or create bus routes to the new rail stations. The Response to Comments states MassDOT will work with the Town of Easton during the design phase to determine what measures will be taken.*

#### Visual

South Coast Rail FEIR/FEIS Review

historical properties are immediately adjacent to the RIGHT-OF-WAY or in very close proximity. Homes on Arthur, Holmes, Linden and King Street will all be affected by the sounding of horns and the idling of trains entering and standing at the Easton Village station. Since de-activation of the old rail line new homes have been constructed in close proximity to the abandoned RIGHT-OF-WAY.

The Town of Easton commented in the DEIR/DEIS that no whistles or horns be sounded at grade crossing. The FEIR/ FEIS notes that sounding horns at crossings provides the highest degree of protection against vehicular/train collisions, but does reference an option for reducing train horn noise impacts under FRA regulations (49 CFR Parts 222 and 22) which would allow "quiet zones" at grade crossings to be established with the addition of other safety measures to offset the use of horns. The Town of Easton understands this mitigation alternative requires numerous government agencies, including the local municipality to work together, but would expect MassDOT to actively assist the Town in the process of establishing these zones.

#### Open Space and Land Acquisition

Table 4.2-3 Stoughton Alternatives: Land Acquisition indicates Easton will lose .2 acre (one parcel), plus another 1.1 acre (one parcel) for Traction Power Facilities associated with the Stoughton electric alternative. In another section it states 0.50 acre of conservation land in the Hockomock Swamp ACEC (consisting of 0.50 acre of the Southeast Regional Vocational Tech School sports fields), in and owned by the Town of Easton. However, the Response to Comments states that Easton conservation land would not be acquired for the Stoughton or Whittenton Alternatives. The FEIR/FEIS, as quoted above, clearly indicates public lands will be acquired in Easton.

#### Comments

*The FEIR/FEIS needs to be revised and clearly indicate whether Easton public open space will need to be acquired and how that acquisition will be mitigated.*

#### Natural Resources / Wetlands

The FEIS/FEIR indicates wetland resources were confirmed through ANORAD filings. As noted in the report, the Easton Conservation Commission did not confirm the resource areas and a superseding Order of Resource Area Delineation was issued by Mass DEP.

#### Comment

*The Superseding Order of Resource Area Delineation upheld the Easton Conservation Commission confirmation of only the following wetland resource areas within the MBTA right-of-way: Bordering Vegetated Wetlands, Vegetated Wetlands, Land Under Water and Bank. Bordering and Isolated Land Subject to Flooding resources were not confirmed, as they were not represented on the play by field survey and were only rough estimates of the limits of these resource areas. Resource areas outside the right-of-way, but within the 100' buffer zone of the right-of-way were not shown on the plans and thus were not confirmed. The Conservation Commission expects the plans that will be*

South Coast Rail FEIR/FEIS Review

- The proposed project does not involve any components that would result in the contamination and subsequent disuse of drinking water wells.
- The air quality analysis described in Chapter 4.9 demonstrated that the aerial deposition of diesel engine train emissions is not a substantial source of pollution of water resources (wetlands) because of the very low concentrations of pollutants in the vicinity of the train track

**Comment:**

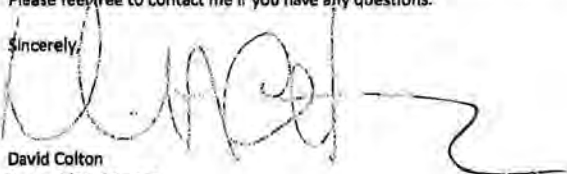
Copies of the VMP and YOP need to be provided to the Town each year for review and approval. Under no circumstance should herbicides be applied within the wellhead protection areas.

**Conclusion**

The Town of Easton is extremely concerned about the potential impacts associated with the Stoughton Alternative. As noted above, this alternative will have significant impacts regarding public safety and to the Town's natural and built environment. We believe the concerns that have been expressed in this letter must be fully addressed.

Please feel free to contact me if you have any questions.

Sincerely,



David Colton  
Town Administrator

Cc: Ken Kimmell, Commissioner DEP  
Karen Adams, U.S. Army Corps of Engineers  
Jeen Fox, MassDOT  
Senator Brian Joyce  
Senator Thomas Kennedy  
State Representative Angelo D'Emilia  
State Representative Claire Cronin  
State Representative Christine Canavan  
Raynham Selectmen  
Stoughton Selectmen

South Coast Rail FEIR/FEIS Review

**TOWN OF EASTON  
HISTORICAL COMMISSION**



October 25, 2013

Alan Anashecka-Nasemann  
Senior Project Manager  
Regulatory Division, Permits and Enforcement Branch  
U.S. Army Corps of Engineers  
696 Virginia Road  
Concord, MA 01742-2751

Secretary Richard K. Sullivan  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Attn: NEPA Office: Purni Patel

Re: NAE-2007-00698  
EEA # 14346, South Coast Rail Draft Environmental Impact Statement/Report

Dear Mr. Anashecka-Nasemann and Secretary Sullivan:

The Easton Historical Commission is writing to provide comments on the Final Environmental Impact Statement/Report (FEIS/FEIR) for the South Coast Rail project. The Town of Easton is well-known for its rich historic past. The Town has four National Register Districts and one Local Historic District. Selection of the Stoughton Electric Alternative as the LEDPA has the ability to significantly impact to Easton's historical and cultural resources. The following comments are provided for your consideration.

**Historic Resources**

The historical areas with documented and potential adverse impacts include:

- The North Easton Historic District with about 160 properties and 6 historic landscapes - the report indicates that the rail bed and associated features in this historic district is also National Register eligible as a contributing property.
- The potential National Register District in the Holmes-Linden Street area with 78 properties.
- The potential National Register District that includes the Center Street and Jenny Lind Street neighborhoods with approximately 343 properties.

These three neighborhoods taken together form a rare, mostly intact 19<sup>th</sup> century industrial village.

Outside of North Easton there are two other potential historic districts:

- The Easton Center District with 120 properties. This area includes buildings that once formed the civic and religious heart of the town.
- The Hayward-Pool Neighborhood with the remains of the Pool family instrument company and historic farms and cranberry bogs.

While the Easton Historical Commission applauds the level of detail in the current report and its attempt to quantify historic, visual, noise, and vibrational impacts, we wish to state at the outset that not all value can be expressed in dollars and that where a dollar analysis and aesthetics or historical value conflicts it may be worthwhile to incur reasonable additional costs.

- Fencing from Elm Street to Main Street should be appropriate to the 19<sup>th</sup> century focus of the historic district. Chain link should be replaced with a wrought iron fence (or a similar pattern with modern metal materials). Nearby examples of this type of fencing are available at Unity Close, the Lincoln Street Intermediate School, and Spring Hill.
- Street lighting in the North Easton Historic District should be in keeping with the North Easton Revitalization plan for replica 19<sup>th</sup> century lights.
- Due to the impact of the catenaries in an electric alternative and the restructuring of the bridge at Main Street in any alternative, the MBTA should agree to finance the burying of electrical and telephone lines within the North Easton Historic District. (THE LATEST ITERATION OF WAYNE'S IDEA. HE ORIGINALLY SUGGESTED ONLY ALONG THE ROUTE OF THE MAIN STREET REVITALIZATION. SOMETHING OF A COMPROMISE WOULD BE MAIN STREET, OLIVER STREET, AND MECHANIC ST./SULLIVAN AVE. ONE MIGHT THINK A STRONG CASE COULD BE MADE FOR THE LATTER TWO STREETS AS THEY PARALLEL THE CATENARIES.)
- In general the EHC requests that all crossing equipment be as unobtrusive as possible in the North Easton Historical District commensurate with its function for safety and the elimination of the use of horns. The EHC will be asking for mitigation of avoidable noise pollution from train horns throughout Easton in the noise pollution section of this memorandum.
- Safety needs for a no horn approach may limit options to reduce the visual impact of the crossing at Oliver Street. However, the EHC would like to propose that signaling equipment be located north of the crossing at Oliver Street rather than on the south side near the historic station. Further the EHC would request that the B&M shed or "signal bungalow" required at the crossing should be constructed in a material consistent with the surrounding historic buildings. Stone or stone veneer would be appropriate if the shed were located near the Handle Shop. If wood is the material of choice, it is believed that the Historical Society has a photograph of a small crossing guard shed that might be an appropriate model.
- The EHC requests that crossing equipment at Elm Street meet the same requirements as those for Oliver Street although modern crossing signal equipment, if located north of the crossing could be screened by landscaping
- Rather than a high full-length covered platform at the proposed station in North Easton Village, a single-car-length covered platform with an ADA-compliant switchback ramp – as is used at several other MBTA commuter rail stations on the Needham Line, for example might be more appropriate. During rush hours all the train doors are in use, while during lower-ridership times only doors at the platform are in use (meaning the MBTA needs fewer staff to monitor tickets and such during those times). This smaller platform option might have a less intrusive impact on the surrounding historic resources.
- THIS IS WAYNE'S EXCELLENT IDEA. HE HAS AN EXAMPLE WHICH HE SENT TO YOU YESTERDAY.
- The proposed new station would include a canopy, a pedestrian ramp and a high level platform on the western side of the track. The EHC requests that any canopy be constructed in the design and materials of the original canopies that were attached to the H. H. Richardson Old Colony Railroad Station. Any detailing of the platform or ramp that could de-emphasize its modern appearance or enhance a Late Victorian effect such as a wrought iron railing would also help minimize the visual impact of the new station.
- Chapter 4.5 notes that "a passenger drop-off location would be provided at the historic train depot parking lot east of the tracks." The Easton Historical Society believes itself in possession of a letter from the MBTA that states their lot will not be used. This issue of use and its magnitude needs to be addressed. The EHC and the Historical Society believe that neither the issue of parking / "Drive and Drop" at the Old Colony Railroad Station nor parking and traffic on the streets adjacent to it have been adequately addressed. This is an issue of both visual impact and safety.

#### Other Visual Impacts Along the Route

Away from the old station and shovel works Easton is a suburban and rural community with many historic homes that are listed on the National Register or, based on numerous surveys including the present one, are eligible for the Register.



DAVID A. COLTON  
Town Administrator

## TOWN OF EASTON MASSACHUSETTS *Office of the Town Administrator*

May 27, 2011

Alan Anachecka-Nasemann  
Senior Project Manager  
Regulatory Division, Permits and Enforcement Branch  
U.S. Army Corps of Engineers  
696 Virginia Road  
Concord, MA 01742-2751

Secretary Richard K. Sullivan  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Attn: Aisling O'Shea, MEPA Office

Re: EEA # 14346, South Coast Rail Draft Environmental Impact Statement/Report

Dear Mr. Anachecka-Nasemann and Secretary Sullivan:

The Town of Easton is writing to provide comments on the Draft Environmental Impact Statement/Report (DEIS/DEIR) for the South Coast Rail project. While the information provided in the DEIS/DEIR does not seem to clearly demonstrate that project alternatives within the Stoughton corridor are the Least Environmentally Damaging Practicable Alternative (LEDPA). In the DEIS/DEIR, the Massachusetts Department of Transportation (MassDOT) identifies the Stoughton family of alternatives as the preferred corridor for the project. The selection of an alternative within this corridor as the LEDPA would have significant impacts on the Town of Easton. As the DEIS/DEIR only provides summarized information for each project alternative, we request that the Final EIS/EIR be required to provide additional, detailed information on project impacts and mitigation measures. Please see below for our comments to specific concerns we have at this point.

#### Public Safety

Project alternatives within the Stoughton corridor will result in ten new at-grade crossings, many with limited visibility, or line-of-site. These proposed crossings are safety hazards for motorists and pedestrians. During operation, these crossings may

1  
196 Elm Street, Easton, MA 02336 (508) 230-0510 fax (508) 230-0519 doolton@easton.ma.us

- Traffic calming measures in North Easton Village - Although the DEIS/DEIR assumes that most riders will either walk or bike to this station, there will be a significant increase in traffic, vehicle queuing, and related parking issues during peak travel times. The DEIS/DEIR does indicate that traffic calming measures will be provided for this location. We request that the FEIR/FEIS provide more detail on these measures.
- Expand public transportation connections - In coordination with regional transit providers (e.g., BAT), MassDOT should work to expand existing routes or create new routes to new rail stations.

#### Visual

The Stoughton corridor bisects both local and national historic districts that are home to many of the Town's most significant historic and architectural landmarks such as the Ames Shovel Works complex, historic railway station, Oakes Ames Memorial Hall and the Ames Free Library. The DEIS/DEIR states on page 4.5-39 that, "adverse impacts to the visual environment in the vicinity of the new Easton Village station would be substantial". The FEIR/FEIS should include plans that show a full-grade separation at Main Street with no visual impact resulting from any vertical or horizontal realignment of the tracks and details on how the new station will be sensitively incorporated into the historic fabric of this area. The DEIS/DEIR also acknowledges there will be visual impacts to residential neighborhoods and open spaces along the corridor. While the DEIS/DEIR provides information on how visual impacts may generally be addressed with fencing or grade separation, we request the FEIR/FEIS provide specific measures to address these visual impacts.

#### Noise and Vibration

Portions of the Stoughton corridor run through dense residential neighborhoods in the North Easton Village area. Many homes, commercial and historical properties are immediately adjacent to the ROW or in very close proximity. Further, since the deactivation of the old rail line, new homes have been constructed in close proximity to the abandoned ROW. In order to fully understand and mitigate for noise and vibration impacts, we request the FEIR/FEIS include the following:

- Identify all properties that will be impacted by the noise and vibration generated by the train. The list of impacted areas in the DEIR/DEIS is missing several streets and individual properties.
- Create a baselining assessment of existing historic structures; follow-up with a 5-year assessment to determine if there are vibration impacts
- No whistles at grade crossings
- Provide more detail on the likelihood of freight service, including the hours of operation and potential cargo
- Sound barriers and fences in accordance with Federal guidelines

#### Open Space and Land Acquisition

#### Water Resources

The rail line is located immediately adjacent to the Zone I wellhead protection area and is within the Interim Wellhead Protection area and Zone II wellhead protection area of three of the six wells that supply Easton's drinking water. Any adverse impact to these wells could have a devastating effect on the Town's ability to provide an adequate water supply to its residents. Several water bodies within Easton would also be receptors of aerial deposition of diesel exhaust. The FEIR/FEIS should:

- Demonstrate, in detail, how the project will fully comply with Massachusetts Stormwater Management regulations.
- Prohibit the use of herbicides within the Town's Aquifer Protection District.
- Establish a Performance Guarantee against potential releases of Oils or Hazardous Materials that result in the contamination and subsequent disuse of any or all of Easton's drinking water wells. The amount of the guarantee should be equal to the cost of obtaining drinking water from another source (e.g. advancement of new wells; purchase of water from another supplier) and should be increased by an amount annually that reasonably anticipates increases to said cost.
- Provide for a 2-year pre-construction period of water quality testing and analysis to establish baseline conditions of the water bodies that would be receptors of aerial deposition of diesel exhaust. This baseline analysis should be followed by a five-year assessment to determine any impacts.

#### Conclusion

The Town of Easton is extremely concerned about the potential impacts of the project alternatives within the preferred Stoughton corridor. As noted above, the preferred alternatives will have significant impacts in regards to public safety and to the Town's natural and built environment. The DEIS/DEIR does not provide sufficient information about the potential impacts of the project, nor does it offer specific mitigation measures to help offset these impacts. We believe these issues should be fully addressed and vetted during the public FEIR/FEIS process.

Please feel free to contact me if you have any questions.

Sincerely,



David Colton  
Town Administrator

Cc: Ken Kimmell, Commissioner DEP  
Karen Adams, U.S. Army Corps of Engineers  
Kristina Egan, MassDOT





Office of the Board of Selectmen

190 Elm Street

North Easton, Massachusetts 02350

Telephone 508-230-0501

Fax 508-230-0519

December 29, 2008

Ian A. Bowles, Secretary  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Response by Easton Board of Selectmen to South Coast Rail ENF

Dear Secretary Bowles:

As the Commonwealth of Massachusetts struggles to balance its budget while continuing to provide basic services in a deteriorating economic climate, we understand how difficult it is to balance competing priorities. The Governor's transportation agenda is one such example. While we fully respect his commitment to expand commuter rail service to Fall River and New Bedford through the Stoughton Alternative, it will only further strain state financial resources and result in irreversible – but avoidable – environmental damage. Accordingly, we urge you to support the selection of Alternative 44, as outlined in the November 2008 South Coast Environmental Notification Form prepared for the Executive Office of Transportation, as the only viable and practicable alternative for the South Coast Rail Project.

Alternative 44, *Bus Rapid Transit in Dedicated Lane to South Station via Route 24, Route 128 and Southeast Expressway HOV Lane*, would fulfill the Governor's commitment to expand transportation options for Southeastern Massachusetts and offers the best alternative by fully meeting the requirements of MEPA/NEPA while resulting in the least environmental impact. It is our hope that the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency, under their joint review authority of section 404(c) of the Clean Water Act, will concur with our contention that Alternative 44 is the only option that fully meets all conditions of the CWA.

As clearly stated in the EPA Guidelines at 40 CFR 230.10(a), "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental impacts." It would:

- Provide public transit between New Bedford/Fall River and Boston;
- Make the best use of existing transportation infrastructure while minimizing potential environmental impacts;
- Utilize an existing transportation corridor on Route 24;
- Improve operations on Route 128 with a new dedicated HOV bus lane;



Town of Fairhaven  
Massachusetts  
Office of the Town Administrator  
40 Center Street  
Fairhaven, MA 02719

Tel: (508) 979-4023  
Fax: (508) 979-4079  
selectmen@Fairhaven-MA.gov

March 19, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02144

Dear Secretary Beaton,

25.01

At their February 26, 2018 meeting, the Fairhaven Board of Selectmen voted to support the South Coast Rail Phase I project as detailed in the Draft Supplemental Environmental Impact Report (DSEIR) filed by the Massachusetts Department of Transportation (MassDOT).

The primary reason the Board of Selectmen support Phase I is that it will provide for rail service to Fairhaven and New Bedford by 2022 compared to 2032 for the "Full Build" scenario which Phase I complements and enhances.

Having reliable and regular commuter train service from Fairhaven and New Bedford to Boston is critical for the economic growth of the region and has been delayed for much too long a time. Phase I is a viable project that provides for a realistic time frame for finally bringing much needed commuter rail service to Fairhaven and New Bedford.

On behalf of the Fairhaven Board of Selectmen,

  
Mark H. Rees  
Town Administrator

Cc: Fairhaven Board of Selectmen  
Senator Mark Montigny  
Representative William Straus  
Jean Fox, MassDOT, Ten Park Plaza, Room 4150, Boston, MA 02116

RECEIVED

MAR 23 2018

MEPA



JASIEL F. CORREIA II  
Mayor

March 23, 2018

Secretary Matthew A. Beaton, EOEEA  
Attention: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: South Coast Rail DSEIR

Secretary Beaton:

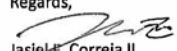
As Mayor of the City of Fall River, I am writing to convey my full support for the South Coast Rail Phase 1 Project. The phased approach to South Coast Rail implementation will accelerate commencement of service to the South Coast region and begin providing tremendous benefits to Fall River. Business development along the rail line and surrounding the proposed station sites is already underway in anticipation of this amenity.

As a Gateway City, Fall River offers the Metro Boston area access to a large labor pool, an attractive, market rate housing stock, and natural resources which combine to create desirable economic expansion opportunities. The proposed 2022 start date will allow the Commonwealth to see a return on the South Coast Rail investment at least eight years ahead of the full build schedule.

While I am disappointed that the Phase 1 Plan does not include the full-build, station site at Battleship Cove, I understand that the Phase 1 Project, as presented, will be very beneficial to Fall River. I ask that the second station location, designed to serve a large residential base within walking distance of Battleship Cove, be completed as soon as possible. This station provides important service to an environmental justice population which is dependent upon public transportation for their day to day activities.

Thank you for your continuing efforts to bring commuter rail service to the South Coast. Fall River looks forward to the Phase 1 completion and we are here to help you with any local approvals or project activities. Please do not hesitate to contact me for assistance.

Regards,

  
Jasiel F. Correia II,  
Mayor of Fall River

CC: Jean Fox, MassDOT

One Government Center • Fall River, MA 02722  
TEL (508) 324-2600 • FAX (508) 324-2626 • EMAIL [mayor@fallriverma.org](mailto:mayor@fallriverma.org)

City of Fall River  
Massachusetts  
Office of the Mayor

Patel, Purvi (EEA)

From: Steve Camara <[steve@stevecamara.com](mailto:steve@stevecamara.com)>  
Sent: Thursday, March 22, 2018 6:04 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); South Coast Rail (DOT)  
Subject: South Coast Rail Project

RE: Draft Supplemental Environmental Impact Report (DSEIR)

I submit this statement as my testimony to the public input on the Draft Supplemental Environmental Impact Report (DSEIR).

27.01 I oppose the Phase 1 service proposal through Middleborough and I support the permitting and funding of the Stoughton Straight Electric Alternative.

As a Fall River City Councilor, serving as Chair of the City Council's Committee on Health and Environmental Affairs, I align myself with the perspective of Taunton's Mayor Hoye and MA State Senator Marc Pacheco as well as those elected officials from Middleborough who have testified in opposition to the Middleborough route.

27.02 It is financially responsible to proceed with the preferred Stoughton Route, rather than funding a Middleborough route that will consume hundreds of thousands of dollars of our Commonwealth's limited resources for a diesel fueled train that likely will not serve efficiently and effectively those from Fall River, New Bedford and Taunton who seek a quicker and cleaner rail transport to Boston and points between the South Coast cities and stops along the route.

Social and economic justice requires a cleaner, safer and more direct route to Boston from the South Coast cities of Fall River, New Bedford and Taunton via clean electric trains via Stoughton.

Thank you for accepting my testimony.

Steven A. Camara  
Fall River City Councilor  
One Government Center  
Fall River, MA 02722

City Of  
**Fall River, Massachusetts**  
**Office of City Council**

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

As City Councilor in Fall River, I proudly support advancing Phase I of the South Coast Rail project. The two phase approach offers significant time and cost savings, which make near-term commuter rail service to the South Coast a real possibility.

Fall River residents have long awaited improved access to job opportunities in the metro Boston area. This improved access combined with the local economic development opportunities offered by South Coast Rail will be significant drivers of Fall River's economic future. Similarly, the city's housing stock is primed for the investment that will undoubtedly accompany new commuters who are looking for affordable housing solutions. Further, the recently published Draft Supplemental Environmental Impact Report demonstrates the environmental benefits of expanded commuter rail service to the South Coast.

For the reasons stated above, I ask that Phase I of South Coast Rail stay on schedule for its anticipated November 2022 completion date.

Sincerely,



Stephen R. Long  
Fall River City Councilor



**LEO O. PELLETIER**  
City Councilor

**City of Fall River**  
**Massachusetts**  
City Council

March 23, 2018

Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

Dear Mrs. Fox:

As you know, the South Coast Rail Project has been discussed for decades and the South Coast is one of the fastest growing areas in Massachusetts and improved transportation access could increase economic development and job creation.

The existing highway network connecting Fall River to the Boston area is inadequate for the needs of today, causing traffic congestion and safety concerns, and the commuter rail access has been a key factor in major development and redevelopment projects across Massachusetts.

29.01

For these reasons, and more, as you move forward towards the next phase of this important project, I would like to take this opportunity to express my support for this project as it will bring many opportunities to the residents of Fall River. Not only will it allow for convenient, low cost travel options to Boston without driving, but it will also allow for more employment opportunities for our residents.

I believe that the proposed South Coast Rail Project is greatly needed by our citizens and as such offer my support of this great opportunity for our city.

Very truly yours,



Leo O. Pelletier  
City Councilor

Cc: Members of the City Council  
Larry Pare

FW: Letter

Sarah Paritsky <SParitsky@reginavilla.com>

Fri 3/23/2018 1:35 PM

To: MassDOT South Coast Rail <SouthCoastRail@dot.state.ma.us>

Attachments (79 KB)

SCR letter\_2018032311142.pdf

From: Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>

Sent: Friday, March 23, 2018 1:33 PM

To: Nancy Farrell <nfarrell@reginavilla.com>; Sarah Paritsky <SParitsky@reginavilla.com>

Cc: Colon, Rick (DOT) <rick.colon@state.ma.us>

Subject: FW: Letter

Town of Freetown (whew!).

From: Ali Golz [mailto:AliGolz@freetownma.gov]

Sent: Friday, March 23, 2018 11:56 AM

To: Jean Fox ; Fox, Jean (DOT)

Cc: David DeManche

Subject: Letter

Good Morning Jean,

I hope all is well. Attached, please find the letter you requested. We had Lisa sign it. If you need them all (majority) to sign it please let me know and I will have them do it at their meeting on Monday night. Thanks,

Ali Golz  
Administrative Assistant  
Board of Selectmen  
Town of Freetown  
508-644-2202 Ext 1  
Fax#508-644-3342



**TOWN OF FREETOWN**  
OFFICE OF THE  
**BOARD OF SELECTMEN**

3 North Main Street - P.O. Box 438

Assonet, Massachusetts 02702

Tel: (508) 644-2201

Fax: (508) 644-3342

March 22, 2018

Secretary Matthew A. Beaton, EOEEA

Attn: MEPA Office (Purvi Patel)

100 Cambridge Street, Suite 900

Boston, MA 02114

Dear Sirs:

30.01

Please find this letter in response to the Draft Supplemental Environmental Impact Report (DSEIR) for South Coast Rail Phase 1 Report issued on January 31, 2018. The Freetown Board of Selectmen favorably supports the scope of work outlined in the DSEIR.

The success of this project is critical to the economic vitality of the Town of Freetown. The availability of commuter rail service will allow for the development of the Riverfront Business Park which is owned by Churchill and Banks. The Riverfront Business Park is a significant economic development project in Freetown and will be mixed-use commercial/industrial/residential community. Stop and Shop, a major local employer in Freetown, will benefit from the ability to provide its workers with affordable transportation between Freetown and Boston as well as other locations along the route. The availability of rail service to Freetown will increase the employment pool and allow Stop and Shop to attract a qualified and highly skilled worker. This project will promote and enhance the active partnership between Freetown and Stop and Shop.

Finally, the availability of commuter rail will be a significant step forward for the residents of Freetown and surrounding communities who are commuting to Boston (and other locations in route) as well as for the workers commuting to these two economic development projects in Freetown. As a clean and green alternative to vehicular traffic, this project will reduce traffic on Routes 24, 79 and 140 and reduce the carbon emissions emitted by cars on the commute to Boston and other locations.

Thank you for the opportunity to submit our comments on this important regional project.

Sincerely,

  
Lisa Pacheco, Chairperson

Robert Jose, Selectperson  
Charles Sullivan, Selectperson

Cc: Ms. Jean Fox, MassDOT  
file





OFFICE OF  
SELECTMEN  
TELEPHONE 508-946-8803  
FAX 508-946-0112

March 30, 2018

## Town of Lakeville

Town Office Building

346 Bedford Street

Lakeville, Massachusetts 02347

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Draft Supplemental Environmental  
Impact Report Comments- South Coast Rail

Dear Secretary Beaton:

This letter is in response to the notice of the extended public comment period for the Draft Supplemental Environmental Impact Report for South Coast Rail Phase 1 Project.

The Town of Lakeville is host to the Middleborough/Lakeville Commuter Rail Station. The Board of Selectmen have met with representatives from MassDOT, MBTA and the South Coast Rail design team regarding the extension of service to Taunton, New Bedford and Fall River. At these meetings, the Selectmen have expressed their opposition to the potential closing of the Lakeville Commuter Rail Station, and the project in general. The project does not provide a reasonable benefit in relation to the overall cost and provides no benefit whatsoever to Lakeville.

The area nearby to the existing station has been designated as the Town's "Smart Growth District", designed to encourage residential and business development. In addition, located on the same street as the Station, is a 204-unit 40R residential development known as "The Residences at Lakeville Station". These apartment units were developed specifically to attract tenants that would utilize the commuter rail. In addition to the residential developments already in place, the Selectmen have a warrant article at our upcoming Special Town Meeting to extend the Smart Growth Zoning for 166 additional housing units centered around the Commuter Rail Station. The relocation of the Middleborough/Lakeville Station would have a negative effect on the businesses in the area, as well as, the residents in the residential developments surrounding the station.

We also have serious safety concerns regarding at-grade railroad crossings, which until now have not had commuter rail traffic. There have been no discussions with the Town of Lakeville regarding safety concerns at the at grade crossings and noise mitigation for residents located along the tracks. The additional train traffic will negatively impact Lakeville residents. We are requesting a meeting to discuss these issues.

Secretary Matthew A. Beaton  
RE: Draft Supplemental Environmental Impact Report

March 20, 2018  
Page 2

If you have any questions or would like further information, please do not hesitate to contact our office at 508 946-8803.

Sincerely,

Aaron Burke, Chairman  
Lakeville Board of Selectmen

cc: Jean Fox - MassDOT

Patel, Purvi (EEA)

From: Selectman Allin Frawley <afrawley@middleborough.com>  
Sent: Friday, March 23, 2018 11:32 AM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: South Coast Rail comments

Dear Secretary Beaton;

I would like to start out saying that I fully support the construction of the South Coast Rail and fully support the original and 'Preferred Option' plan for an electric rail along the 'Stoughton Route'.

My main opposition to this recycled 'Middleborough secondary line' proposal is based on the total exclusion of Middleborough in the planning of this alternative, and the complete lack of positive impacts for our Town, indeed the 'Phase 1' plan does not fulfill any of the 'Project Goals' for the entire "Middleboro Alternative Corridor".

For well over two years I have been asking to be a part of this planning process, I would have much rather worked with MADOT/SCR on this plan rather than fight against it.

My requests went unanswered, while this plan moved forward.

In fact, this 'plan' came about without any input from the local Regional Planning Agency, SRPEDD.

The South Coast Rail Task Force has not met in over two years...

Why wasn't SRPEDD, or the Task force consulted with, or included in, planning process?

Why weren't the local municipal Boards consulted in the Planning Process?

What was gained by excluding the 4 municipalities that make up this corridor in the planning process?

How does the 'Middleboro Alternative' achieve any of the Project Goals for the communities of East Taunton, Berkley, Lakeville or Middleborough?

There are 5 at Grade crossings in the 7 miles, with 26 trains a day, you are adding 130 at grade train crossings a day, to this corridor, with no traffic mitigation. Lights and signals do not constitute traffic mitigation.

Currently those at grade crossings are used twice a day...

The idea that the Cotley Junction Station in East Taunton will serve Taunton is a flagrant misrepresentation. The reality is people don't drive south to board a north Bound Train. Taunton will not be served by this station.

The Pilgrim Junction Station has multiple issues.

SCR is reducing the number of parking spots, 800 at the current location to 500 at the new station. You are reducing the opportunities for commuters to use this train.

Let me be clear, you are reducing the number of commuters that can access this train.

That move is in direct contradiction of 'mass transit'.

- 32.07 A reduction of parking spots not only discourages transit ridership, it reduces the current opportunities of economic growth and harms the current businesses in the area. Again, this proposal does not spur economic growth, it diminishes current economic activity. The DSEIR states "There is no existing concept plan for potential TOD at the Pilgrim Junction Station". And there are no opportunities for 'smart growth'.
- 32.08 This proposal places the entrance to the station at the intersection of 105/495, and 350 yards away from the 105/28 intersection. After an extensive 1-day traffic study on a beautiful day in June, MADOT rated this intersection of 105/28 as deficient. MADOT goes on to state that even after mitigation the intersection will remain deficient. This is simply not acceptable.
- 32.09 This proposal ignores the traffic impact of the neighboring Middleborough Rotary and ignores all the economic potential of surrounding areas identified in the South Coast Rail Economic Development and Land Use Corridor Plan. You are ignoring your own report!!
- 32.10 This Station is proposing a parking lot that will cover approximately 71% of the site with impervious materials. That parcel is in a WRPD Zone (2) that prohibits that type of cover. This is an important recharge resource for a municipal well. How does MADOT plan to reconcile the project with that restriction?
- 32.11 From the section onsite Selection Criteria, the report states 'As a phased service it is critical that the infrastructure developed as part of Phase 1 provide future use and long-term benefits as well as independent utility even when the full build is realized.' The plan for the station at Pilgrim Junction is in direct contradiction to this statement.
- 32.12 When I look at the Public transportation benefits for Middleborough, I don't see any... This does not improve mobility, there is a decrease in parking availability and it is sited in an already deficient traffic corridor.
- 32.13 I don't see how this location will lower any accident rates, the introduction of this station 350 yards from an intersection that is already ranked in the 'Top 100 Crash locations'. This does not bode well for the future.
- 32.14 This proposal does not 'Foster a more loveable community'. The new station parking lot threatens our municipal water supply and cripples with traffic, yet another access point to our community.



**CITY OF NEW BEDFORD**  
JONATHAN F. MITCHELL, MAYOR

February 20, 2017

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

I write to offer comments on the Draft Environmental Impact Report concerning Phase One of the South Coast Rail project, which MassDOT released on January 31. As I have consistently stressed since I first took office, the South Coast Rail project would be an important investment in Greater New Bedford. As numerous studies over the last twenty years have indicated, a direct transit link between New Bedford and Boston would provide opportunities for many residents of our region to benefit from Boston's burgeoning economy.

How widely those benefits are realized, of course, will be directly proportional to the length of the trip from New Bedford to Boston. While the generally preferred route, the so-called "Stoughton alternative," would offer a shorter trip and therefore a greater economic impact to the region, given the significant projected costs of that route and the need to secure a considerable number of additional permits, it is unrealistic to believe that the Stoughton line could be extended to New Bedford in the near future. For these reasons, I believe that a phased approach, as proposed in the draft EIR, that would entail the construction of the longer "Middleboro alternative" to be followed at some point by the construction of the Stoughton route, is appropriate under the circumstances. Under the phased approach, according to MassDOT, approximately 85% of the cost of the Middleboro route would be associated with project elements common to both routes. The overall lack of duplication in the two phases would make it easier to justify the construction of the Stoughton route in the future.

I appreciate the Baker-Polito Administration's thoughtful effort to making this approach work. It will have several implications for the operation of passenger rail service and the economic competitiveness of the region. Three points come to the fore.

- 33.01
- 33.02 First, MassDOT should establish express nonstop service from New Bedford to Boston for at least one daily trip each way. Express service has worked well on the Worcester line to Boston, and would be even more necessary on the considerably longer Middleboro route from New Bedford. Otherwise, the commute will be too long for New Bedford area residents to sustain.

This proposal does not increase our 'access to transit'. Incredibly it is reducing our access. The parking lot size is being reduced. Middleborough will have less opportunity for transit. None of these issues will 'Boost Real Estate Values'. These negative impacts will reduce our attractiveness and negatively impact our Real Estate values.

Phase 1 will have 26 trains daily on this line. That is the full capacity. There is no room for expansion. This plan will be the end of a Cape Flyer Train on Friday nights, and will stop any further expansion of rail service to the Cape.

This proposal is being called 'Phase 1'.

Phase 1 only provides a 'short term utility'

What assurance do any of us have that Phase 2 will be built? In fact your report states, "The likelihood of barriers to service in the full build is even greater since the Stoughton line joins the Northeast Corridor".

The DSEIR states "Final construction and operating cost resources have not yet been determined" for Phase 2...

Who can guarantee that Phase 1 will not be the long term substandard band-aid for the South Coast? This Plan and its impacts are very likely to be the only Phase.

What's worse is Phase 1 will only meet 10% of the demand for the approximately 30k work trips from the South Coast Region to Boston.

The 'No Action' plan meets 7% of the ridership demand.

\$935 million dollars for a difference of 3%...

And this plan threatens a municipal water system, reduces transit access, reduces economic development, and cripples yet another entry point to my Town...

I understand the support for this from other communities, the South Coast has been neglected and deprived of mass transit for too long.

But this is a bad idea, this is a bad proposal, and this 'alternative' only provides inferior rail system that will disenfranchise riders and communities. This plan ultimately will be the end of the full build.

This is a second-rate political solution, not a practical one.

The South Coast deserves better.

Allin Frawley  
Chairman, Board of Selectmen,  
Middleborough, Ma 02346

Thanks,

Allin


When responding, please be aware that the Massachusetts Secretary of State has determined that most email is public record and therefore cannot be kept confidential.

Second, MassDOT should work closely with the City to develop a plan for city-owned land at the Whale's Tooth terminus that offers regional transportation links, connects the site to the downtown and the Hick Logan neighborhood, and avoids interference with maritime businesses along the waterfront. Although not reflected in the draft EIR, the administration's commitment to design a multimodal station instead of a mere train platform is a significant step forward. A multimodal station would make passenger rail service accessible to more people, and it would have the added benefit of replacing the aging downtown bus station.

Third, the project should not be allowed to crowd out other state capital investments in Greater New Bedford. For many years, the demand for passenger rail service to Boston has distracted from the state's role in supporting the development of the region's existing economic assets. For instance, much of New Bedford harbor has not been dredged by the state in decades, and the State Pier has been allowed to fall into a troubling state of disrepair. Meanwhile, the state-owned New Bedford-Fairhaven Bridge has been characterized in a recent MassDOT feasibility study as "functionally obsolete," and is in need of significant repairs. For too long, these and other important state obligations have not been included in discussions of the region's capital investment needs. Rather than a "silver bullet" development project, South Coast Rail should be considered one of a number of major public assets that support Greater New Bedford's economic development strategy. This outlook will be especially important once the inevitable demands begin for the construction of the Stoughton route in the years ahead.

Thank you for your consideration of these comments.

Sincerely,

  
Jon Mitchell

cc: Sen. Mark Montigny  
Rep. Antonio F.D. Cabral  
Rep. Robert Koczera  
Rep. Christopher Markey  
Rep. Paul Schmid  
Rep. William Straus



## City of New Bedford

### Office of City Council

133 William Street • New Bedford, Massachusetts 02740  
TEL: 508-979-1455 • FAX: 508-979-1451

**Ian Abreu**

*Councillor at Large*

March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Mr. Patel:

34.01 As a Councillor At-Large here in the City of New Bedford, an urban community that represents 100,000-plus residents, I am writing in support to fully endorse commuter rail service to Boston.

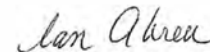
I support the "Phase 1" initiative of this project because our community needs better access to higher earning wages, better access to universities and better access to medical specialists. There are also increased opportunities for travel and tourism dollars for not only New Bedford, but for the Greater Boston area as well.

This service will also help to bring affordable housing to the Greater Boston Area and additionally, provide a host of economic opportunities to areas of the "Southern Triangle" of New Bedford, Fall River and Taunton that have been promised rail service for far too long.

For all of the above-stated reasons, I am encouraging that the "Phase 1" stage of the SouthCoast Rail Project stay on schedule for its anticipated November 2022 completion date.

Thank you for your time and consideration.

Best,



Ian Abreu,  
Councillor at Large

IA: mtr

cc: File





## City of New Bedford

### Office of City Council

133 William Street • New Bedford, Massachusetts 02740  
TEL: 508-979-1455 • FAX: 508-979-1451

**Hugh C. Dunn, Esq.**

*Councillor Ward Three*

March 23, 2018

Secretary Matthew A. Beaton, EOEEA  
MEPA Office (Purvi Patel)  
100 Cambridge Street  
Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing you today to provide comment on the Draft Supplemental Environmental Impact Report (DSEIR) filed by the Massachusetts Department of Transportation with the Massachusetts Environmental Policy Act office.

SouthCoast Rail continues to be a top economic development priority for me given the potential to improve mobility for our residents, businesses and visitors through a connection with Boston and other municipalities on the route, all while strengthening regional real estate markets.

I am therefore writing in support of the proposed phased approach for the SouthCoast Rail project, as outlined in the DSEIR. I support the immediate advancement of a project that provides service to Fall River, New Bedford and Taunton with at least three peak-period AM and PM trips for each City. I urge MassDOT to advance a design that provides a one-seat ride of 90 minutes or less. I recognize the positive environmental impact this project will have due to the reduction in automobile greenhouse gases – as anticipated by the 7 million trips over the first eight years of service.

I further support the DSEIR because of the anticipated 2022 completion date. I support the expedited approval of this report and for early action construction to begin in the next construction season.

Establishing commuter rail service would result in new residential units, increased commercial development, the creation of both short-term and long-term jobs, higher land values, and an associated increase in local property tax revenue. An immediate and clear mutual benefit is that SouthCoast rail service will provide the people and employers of Greater Boston with much better access to our skilled labor force and comparatively affordable priced housing stock, and much needed employment for the SouthCoast's working families.

I unequivocally support the plan outlined in the Draft Supplemental Environmental Impact Report. The expeditious advancement of this project will improve the quality of life and economy of an entire region in a manner that protects the environment.

Please feel free to contact me if I can provide any assistance.

Sincerely,

Hugh C. Dunn, Esq.,  
Councillor Ward Three

HCD: mr

cc: File

Residence: 24 Logan Street • New Bedford, Massachusetts 02740 • TEL: 508-817-1808  
Hugh.Dunn@newbedford-ma.gov

## KP LAW

*The Leader in Public Sector Law*

101 Arch Street, Boston, MA 02110  
Tel: 617.556.0007 | Fax: 617.654.1735

[www.kp-law.com](http://www.kp-law.com)

March 22, 2018

**George X. Pucci**  
gpucci@kp-law.com  
(617) 654-1718

BY ELECTRONIC MAIL (Purvi.Patel@state.ma.us)

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Draft Supplemental Environmental Impact Report  
South Coast Rail – Phase I Project  
(Town of Stoughton)

Dear Secretary Beaton:

This firm serves as Town Counsel to the Town of Stoughton ("Town" or "Stoughton"). We respectfully submit this comments letter on behalf of the Town in response to the Draft Supplemental Environmental Impact Report ("DSEIR") filed by MassDOT on January 31, 2018, proposing a "phased approach" for the South Coast Rail Project, by extending service from the Middleborough/Lakeville Line to New Bedford, Fall River and Taunton using active freight rail corridors.

The Town previously submitted extensive written comments on what MassDOT is now referring to as the "Full Build Project" proposing electrified high speed rail through Stoughton and points south. The Town's written comments are dated October 25, 2013 and are repeated and incorporated herein by reference in order to preserve the Town's continued objection to the Stoughton Electric project in the absence of adequate mitigation. Also, as noted on numerous prior occasions, continued uncertainty with respect to MassDOT's plans is having a detrimental effect on the economic development and revitalization of Stoughton's downtown, with businesses refusing to commit to a revitalized downtown while the continued threat of the so-called "Full Build Project" remains pending.

On November 1, 2013, then EOEEA Secretary Richard K. Sullivan, Jr. issued a Certificate of the Secretary of Energy and Environmental Affairs on the Final Environmental Impact Statement/Report for the Stoughton Electric preferred alternative, finding that the project adequately and properly complied with MEPA. Following the timely service of a notice of intent to commence an action appealing the Certificate pursuant to 301 CMR 11.14(1), the Town filed a lawsuit challenging the MEPA Certificate in Suffolk Superior Court, on January 22, 2014. The Town's litigation has been stayed until February, 2019. It continues to be the Town's hope that MassDOT will either discontinue plans for the Stoughton Electric project, or in the alternative, will at least engage in a meaningful effort to reach an agreed mitigation plan with the Town. If not, the Town will be left with no option other than to advise the court that the litigation must proceed when the case is next scheduled for a status conference on February 14, 2019. It is respectfully noted that

KP Law, P.C. | Boston • Hyannis • Lenox • Northampton • Worcester

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
March 22, 2018  
Page 2

MassDOT cannot proceed with the "Full Build Project" unless and until it obtains a successful resolution of the Town's lawsuit challenging the MEPA certificate for the Full Build Project.

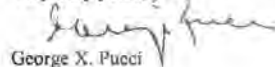
In response to the DSEIR on the proposed "phased approach" to the project, the Town continues to note that such an approach is contrary to the requirements of the MEPA regulations. As was noted in our comments on MassDOT's Notice of Project Change, a "phased approach" to the extension of a commuter rail line would involve phased permitting and construction of various sections and components of an extension of the same line. In seeking MEPA review for the Middleborough route, MassDOT is not pursuing a "phased approach" to the proposed extension of a commuter rail line to the Fall River/New Bedford region through Stoughton. Rather, it is seeking permitting for the construction of an entirely different preferred project alternative than that through Stoughton, one which does not involve the existing Stoughton line in any manner.

There are strict time limits for commencement of construction of a MEPA-approved project required under your regulations, at 301 CMR 11.10(1). Allowing MassDOT to characterize the newly selected Middleborough route as a "phased approach" as a means to enable it to leave the Stoughton Electric project on the table indefinitely is unfair to Stoughton, and is inconsistent with the time limits for commencement of construction of a MEPA-approved project required under 301CMR 11.10(1). Therefore, the Town respectfully requests that you vacate the November 1, 2013 Certificate approving the Stoughton Electric preferred alternative. If MassDOT seeks to revive the Stoughton Electric project at some time in the future, it should be required to re-start the MEPA process on that project at that time, anew. The grounds for this request are particularly compelling under the circumstances of this matter, where MassDOT's stated intent to pursue the Stoughton Electric project at some indefinite time in the distant future is obstructing the Town's carefully-formulated town planning efforts for smart growth and revitalization of its downtown.

In the alternative, the Town urges MassDOT to engage in a meaningful dialogue with the Town to formulate a mitigation plan to address the Town's concerns. Any assistance which you or your staff can provide to foster a productive dialogue would be appreciated.

Thank you for your time and attention to the foregoing comments and concerns.

Very truly yours,



George X. Pucci

GXP/ekh

cc: Town Manager  
Jean Fox, MassDOT (by electronic mail – Jean.Fox@state.ma.us)

606560/28514/0001

*City of Taunton  
Office of the Mayor*

Thomas C. Hoye, Jr.  
Mayor

Alyssa Haggerty  
Chief of Staff

Gill E. Enos  
Budget Director



141 Oak Street  
Temporary City Hall  
Taunton, MA 02780  
Tel. (508) 821-1000  
Fax (508) 821-1005

VIA EMAIL

Email Correspondance sent to: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)

March 23, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
fax: 617-626-1181

RE: NPC South Coast Rail Public Comments

Dear Secretary Beaton,

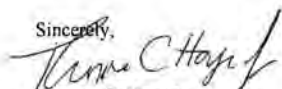
- 37.01 I write today to publically express my strong opposition to the proposed Phase 1 Middleboro route of the SouthCoast Rail, and to offer my continued support of the Stoughton route. My reasons for opposition include:
- 37.02
  - The Phase 1 Middleboro option does not provide any economic development opportunity for the City of Taunton. The single proposed train station is located on the outskirts of the City bordering the surrounding town of Berkley.
- 37.03
  - In contrast, the Stoughton option proposes two train stations, one of which is only a half mile from our historic Downtown. Access to transportation into and out of our state's capital has been repeatedly cited by urban planners as the key to creating economic sustainability in our Downtown. This option also revitalizes a former train stop and blighted area, which has already been designated a TOD district.
  - As the City of Taunton continues to build upon job creation in our successful industrial parks the SouthCoast Rail will assist in providing not only access to Boston, but also provide access to those that want to work in our City.
- 37.04
  - Taking the train from the North to the proposed station in Taunton under the Middleboro option is almost equal in distance to taking the train to the existing commuter rail station in Mansfield. Taking the train from the South to the proposed train station in the Middleboro option would still require a 45 minute bus ride from the station to the Myles Standish Industrial Park.
  - Rail to Boston is key to re-establishing the connection between Boston and Southeastern Massachusetts.
    - Commuter rail service to the South Coast was discontinued in 1958 after more than 100 years of continuous service to the region.
    - Fall River, New Bedford and Taunton are the only cities within 50 miles of Boston not linked to the extensive MBTA Commuter Rail network.



- The Stoughton option will connect four cities through the Stoughton line and serve approximately 4,570 new daily riders on a 75-minute ride between Fall River and South Station and a 77-minute ride between New Bedford and South Station.
- The Middleboro option will provide half the number of trains, and only have the capability to serve half the ridership, as the Stoughton alternative.
- In addition to the many economic reasons to resume rail service to Southeastern Mass possibly the biggest is that of social justice, that all our residents have equal access to our transportation system.
- The Middleboro alternative simply will not take cars off the road. The Middleboro alternative has been shown repeated to add 20 minutes plus to the commute each way. People from most of the area will simply continue to drive in Boston
- SCR has been studied repeatedly for decades and the conclusion of each study has shown the Stoughton route to be superior in every criteria. Nothing has changed to reach a contrary conclusion.
- From a Civil Rights perspective, bypassing the Stoughton route creates hardship for a significant population of persons in the greater Taunton area. This is not addressed appropriately in the plan. The plan is a plan which should and must benefit all persons living in Southeastern Massachusetts regardless of age, cultural diversity, or disability. Taunton is one of its largest and culturally diverse communities. The current plan avoids this critically sensitive issue. I stand with this population and am opposed to any plan which does not take this into consideration.

Thank you for your time and consideration. If you have questions please feel free to contact me directly at 508-821-1000.

Sincerely,



Thomas C. Hoye Jr.  
Mayor of Taunton

#### Patel, Purvi (EEA)

From: Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
Sent: Thursday, March 01, 2018 11:47 AM  
To: Alan Slavin  
Cc: Sarah Paritsky (Regina Villa Associates); Rick Carey (rcarey@vhb.com); 'Michael Stoffel' (mstoffel@HNTB.com); Nancy Farrell (Reginavilla); Patel, Purvi (EEA)  
Subject: RE: RE:

Good morning –

Thanks for your note. Hope all is well.

I am adding this email to the comments related to the DSEIR.

Jean C. Fox  
Project Manager, South Coast Rail  
MassDOT  
10 Park Plaza, Suite 4150  
857-368-8853  
857-600-8791 (cell)

From: Alan Slavin [mailto:aslavin@wareham.ma.us]  
Sent: Thursday, March 01, 2018 11:16 AM  
To: Fox, Jean (DOT)  
Subject: RE:

Jean,

38.01 It was encouraging to hear Governor Baker make the commitment to phase 1 of the South Coast Rail. We communities here at the eastern edge of the SRPEDD Commission request including the Cape Flyer route be included with phase 1. The Flyer line is in place, running with a certified 60 mph track. Linking Buzzards Bay, Wareham to commuter rail to the new Middleborough station will have long term economic benefits!

Best regards,

Alan Slavin, Clerk  
BoS, Wareham

On Feb 27, 2018 10:58 AM, "Fox, Jean (DOT)" <jean.fox@state.ma.us> wrote:

It would be great to have you. Please feel free to send in any comments.

Jean C. Fox

Project Manager, South Coast Rail

MassDOT

10 Park Plaza, Suite 4150

857-368-8853

857-600-8791 (cell)

---

**From:** Alan Slavin [<mailto:aslavin@wareham.ma.us>]

**Sent:** Tuesday, February 27, 2018 9:42 AM

**To:** Fox, Jean (DOT)

**Subject:**

Will try and make it

Akan

#### Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

#### Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).





February 26, 2018

Secretary Matthew A. Beaton, EOEEA  
Executive Office of Energy and Environmental Affairs  
Attn: MEPA Office - Purvi Patel - EEA#14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR)  
EEA #14346

Dear Secretary Beaton:

The Greater Attleboro-Taunton Regional Transit Authority (GATRA) has reviewed the Draft Supplemental Environmental Impact Report (DSEIR) relative to scope changes for the proposed South Coast Rail Project. Our comments are as follows:

1. An easy reference chart should be provided in the text that displays a matrix of comparative costs for the three options each at both Cotley Junction and Pilgrim Junction.
2. A reverse move from Kingston Station to Plymouth Station is contained within the current schedule for the Kingston-Plymouth Branch of the Old Colony Line, specifically for the 10:05 AM inbound train originating from Kingston. This service appears to work judging by the relatively consistent ridership for an off-peak train. In order to circumvent the \$25 million cost of creating a new station in such close proximity to an existing one and creating a two seat ride for residents in the existing Transit Oriented Development (TOD) adjacent to the existing Middleboro-Lakeville Station, we urge the project to reconsider constructing the proposed "Pilgrim Junction" Station in favor of retaining service to and from the existing Middleboro-Lakeville Station. This will also negate the need to create and underwrite the cost of a shuttle bus connection between the existing and proposed stations.
3. What practical function does the 400 LF boarding platform provide at the proposed Pilgrim Junction Station when the accepted federal and state specification for ADA-accessible platforms is 800 LF?
4. How will the sole 800 LF boarding platform at Pilgrim Junction service both the inbound and outbound trains? Won't the curvature of the track at the proposed location of this platform impact riders' accessibility to the train coaches?
5. The proposed Pilgrim Junction Station will contain 501 commuter parking spaces. The existing Middleboro-Lakeville Station contains 769 spaces. The estimated cost of the

Secretary Matthew A. Beaton, EOEEA  
February 26, 2018  
Page 2

proposed station is \$25 million but will result in a net loss of 268 commuter parking spaces.

- 39.06 6. No apparent mention is given to the need for expanded train layover and dockage at the South Station terminus to meet expanded passenger service.
- 39.07 7. No reference is given to double tracking the sections of the Right of Way north of the interlocking where all of the Old Colony trains intersect in order to meet demand and to allow for more efficient and expeditious passenger service to and from the South Station terminus.
- 39.08 8. Under the preferred option P-1, there appears to be a decrease in passenger boardings from some existing Middleboro-Lakeville Stations as outlined in Table 2.9 in the report and as follows: -90 from Middleboro-Lakeville Station; -20 from Holbrook-Randolph Station, -20 from Montello Station and -10 from Campbello Station. With the significant financial resources invested in this option, why is there an apparent decrease in boarding from these existing stations?
- 39.09 9. Has the Project estimated the fare zone and ticket rates for the new service, inclusive of the proposed MBTA fare increase being discussed?
- 39.10 10. Although the Regional Transit Authorities (RTAs) are willing to assist as it relates to proposed shuttle service, the realities of decreasing ridership, along with resulting passenger service revenue, mandate state subsidies for same have to be discussed. In all likelihood, the regional host municipalities will not be willing to sustain an increased assessment from the RTAs to underwrite this program.

We appreciate the opportunity to comment on this document and look forward to reviewing future iterations relative to the proposed South Coast Rail Project.

Sincerely,

  
Francis J. Gay  
Administrator

cc: Jean Fox, MassDOT  
R. Morgan, GATRA  
SRPEDD



FINGER LAKES RAILWAY CORP.

P.O. BOX 1099

GENEVA, NY 14456

Phone: (315) 781-1234 Fax: (315) 781-2505

March 23, 2018

Secretary Matthew A. Beaton  
Massachusetts Executive Office of Energy and Environmental Affairs  
Attention: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street  
Suite 900  
Boston, MA 02114

Re: South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR)

Dear Secretary Beaton:

Finger Lakes Railway Corporation [FGLK] is a Class III railroad that operates 167 miles of track in central New York State and is a bidder seeking to operate, maintain, dispatch, manage, lines owned by MassDOT and located in Southeastern Massachusetts under the terms of COMMBUYS Bid#: BD-17-1030-0T100-0T281-14754. If FGLK were to be the successful bidder, FGLK may have operations that use tracks that are also used by MBTA South Coast Rail trains.

A modal shift from truck to rail is one way that the Commonwealth of Massachusetts can meet its environmental goals. It is important to ensure that the South Coast Rail passenger operations do not make rail freight operations less competitive, with a resulting offset the environmental benefits coming from the expansion of MBTA operations.

FGLK has three major concerns:

- 1) Freight and passenger services must coexist and curfews must be avoided if possible. It is possible that in the near future, three separate freight operators (CSX, Mass Coastal, and the winner of the bid for operation of the MassDOT lines) will be operating over the lines that the Phase I South Coast Rail will operating on. Freight operators need the maximum flexibility to adjust operations to changing needs of freight customers and limiting that flexibility through curfews would make rail freight less competitive. FGLK recognizes that passenger trains have a priority over freight for the operations on the MassDOT lines, but freight requires a priority as well.
- 2) Positive Train Control [PTC] is potentially an economic burden for light density rail freight operations. The Commonwealth needs to work with the freight operators to ensure that PTC requirements arising from South Coast Rail do not become an economic burden on the region's rail freight. Finally, the Commonwealth should also provide full financial assistance to cover the costs of installing PTC equipment on the locomotives of the light density

freight operators that are required to be equipped as a result of South Coast Rail.

40.03

- 3) The cost of installing sidings to bring new customers to rail increases significantly when PTC and signal systems are involved. The Commonwealth should be responsible for the incremental costs of installing sidings above the cost of installing an equivalent siding on an unsignalled line.

FGLK is looking forward to sharing trackage and dispatching South Coast Rail trains if we are selected as the winning bidder of the MassDOT operations.

Sincerely,

Michael V. Smith  
President

cc: Jean Fox  
MassDOT  
Ten Park Plaza  
Room 4150  
Boston, MA 02116



# Old Colony Planning Council

Frank P. Staffler  
President  
70 School Street  
Brockton, MA 02301-4097



Pasquale Ciaramella  
Executive Director  
Telephone: (508) 583-1833  
Fax: (508) 559-8768  
Email: [information@ocpcrpa.org](mailto:information@ocpcrpa.org)  
Website: [www.ocpcrpa.org](http://www.ocpcrpa.org)

March 21, 2018

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs (EOEEA)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Attention MEPA Office: (Purvi Patel), EEA No. 14346

Dear Secretary Beaton,

Old Colony Planning Council (OCPC) has reviewed the Draft Supplemental Environmental Impact Report (SDEIR) submitted for the South Coast Rail Project (EEA #14346). MassDOT filed the SDEIR for Phase 1 in order to advance the option of providing service serving both New Bedford and Fall River using the existing Middleborough Commuter Rail Primary and Secondary Lines (the Middleborough Alternative) while at the same time continuing with Phase 2 to design, permit and construct the Stoughton Electric final phase project.

A phased implementation will allow the MBTA to serve the region sooner via Phase 1 while continuing to work with the agencies and the public to design and build the full service. South Coast Rail Phase 1 would provide service from New Bedford, Fall River and Taunton to Boston using the Middleborough Primary Line and Middleborough Secondary Line. For Phase 2, MassDOT will continue to advance the full Stoughton Electric (preferred alternative) design, which consists of new track and stations between Canton Center and Cotley Junction.

Importantly, Old Colony Planning Council recognizes that the region is well served by the existing Old Colony Commuter Rail Service and believes that the provision of Phase 1 South Coast Rail service sooner via the Middleborough Alternative would increase and expand the numerous benefits of the rail service by connecting the Gateway Cities of Brockton, Taunton, Fall River and New Bedford via commuter rail. Such a connection would provide for increased transportation mobility options and provide for enriched access to healthcare, academic and educational institutions such as Bridgewater State University (BSU), and cultural destinations as well. As part of the South Coast Rail Phase 1 Middleborough Alternative, OCPC supports and requests that

MassDOT consider a prior request from the towns of East Bridgewater and West Bridgewater to locate and maintain a new MBTA Commuter Rail Station along the town's joint boundary. OCPC also notes its support and requests that MassDOT make improvements to the pedestrian and bicycle accommodations in and around the Campello MBTA Commuter Rail Station in Brockton.

The South Coast Rail is consistent with the major planning efforts and documents of the Old Colony Planning Council (OCPC). Specifically, the Old Colony Planning Council Regional Policy Plan encourages the creation of concentrated, mixed use developments; expanded housing opportunities; the preservation of open space; the provision of transportation choice; all of which have the potential to increase the number of jobs and business opportunities. In addition, the Policy Plan supports projects which promote the use of public transportation rather than the Single Occupancy Vehicles (SOV). This project has the potential to provide communities with various smart growth opportunities, reduce greenhouse gas emissions, and therefore, is consistent with the planning objectives of Old Colony Planning Council. The Old Colony Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) identifies the need for passenger rail service to the South Coast Region as well as to the Cape Cod Region.

41.01 As such, the Old Colony Planning Council is in complete support of the South Coast Rail Project Phase 1, with adequate and appropriate mitigation and its phased implementation that will restore commuter rail service sooner between Boston and the Massachusetts South Coast.

Thank you for the opportunity to provide comments on the Draft Supplemental Environmental Impact Report for the South Coast Rail Project Phase 1. Should you have any questions or require additional information, please contact me at your convenience.

Sincerely,

Pasquale Ciaramella  
Executive Director

CC:

Federal and State Legislators  
OCPC Region Chairs, Chief Elected Officials  
OCPC Region Chairs, Planning Boards  
OCPC Delegates and Alternates  
Ms. Stephanie Pollack, Secretary and CEO, MassDOT  
Ms. Astrid Glynn, Rail and Transit Division Administrator, MassDOT  
Ms. Jean Fox, South Coast Rail Project Director, MassDOT  
Mr. Lionel Lucien, Public/Private Development Unit, MassDOT

Mr. Derek Krevat, MPO Liaison, MassDOT Planning  
Mr. Reinald Ledoux, Jr., Administrator, BAT  
Mr. Frank Gay, Administrator, GATRA  
Mr. Erik B. Rousseau, Administrator, SRTA  
Ms. Mary Beth Mello, Region 1 Regional Administrator, FTA  
Mr. Ronald Batory, Executive Director, FRA

---

**Patel, Purvi (EEA)**

---

From: Timothy Cole <Tcole@baycoastbank.com>  
Sent: Wednesday, March 21, 2018 5:39 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: Letter of Support for Phase I of South Coast Rail  
Attachments: Letter of Support for Phase I of SCR - Tim Cole.pdf

Ms. Patel,

Please accept the attached letter as my personal statement of support for moving forward with Phase I of the South Coast Rail project. It was a pleasure meeting you in person, and I look forward to continued cooperation on this vital project.

Best regards,

Tim Cole  
Vice Chair, Rail to Boston Coalition

Timothy Cole  
Commercial Lending  
BayCoast Bank  
330 Swansea Mall Drive  
Swansea, MA 02777  
508-235-9541  
[tcole@baycoastbank.com](mailto:tcole@baycoastbank.com)



Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

3/21/18

Dear Secretary Beaton,

The following is a transcript of my remarks at the March 19<sup>th</sup> South Coast Rail meeting in the City of Taunton:

My name is Tim Cole. I am the Vice Chair of the Rail to Boston Coalition and a resident of Fall River.

I want to start off by thanking the Baker Administration, Secretary Pollock, as well as the MEPA & DOT staff for making South Coast Rail a top priority. Thanks to your efforts the future is looking brighter on the South Coast.

So 2022 – I for one am looking forward to it.

We have all heard about the benefits of reconnecting commuter rail to the South Coast from access to jobs, local development, opening up our housing markets, and improved environmental impacts.

But we also know that there are legitimate concerns about the project.

If you have concerns, The Rail to Boston Coalition wants you to share them. Understanding your concerns leads to a better planning process.

On February 21st Secretary Pollock asked that we on the South Coast work together to develop consensus on the future of South Coast Rail. Developing

consensus means that you must be willing to listen to concerns and develop solutions together.

So what does Consensus look like for South Coast Rail? What do we need to do to ensure that this long needed investment helps each of our South Coast communities?

In these public forums we have already heard some important concerns.

Here are some examples:

- From Lakeville & Middleborough we learned there are concerns about station parking access, storm water mitigation and intersection improvements. We have also learned that there are concerns about the future of the existing station and surrounding developments. Based on my experience, DOT will gladly work with you to develop solutions.
- We have learned that some people are afraid that SCR will prevent further expansion of the Cape Cod Flyer. DOT representatives stated clearly in the Dartmouth forum that Phase 1 will not interfere with future expansion of the Cape Cod Flyer. Furthermore, The Rail to Boston Coalition will gladly support efforts to improve this complementary rail service.
- We have learned that abutters are concerned about noise and vibration pollution. Let's work together to make sure that DOT understands your concerns so they can develop the best mitigation plans possible.
- Taunton residents are disappointed that there is no downtown station in Phase 1. That station will have to wait until the Full Build construction is complete. We understand the frustration. We suggest that the City of Taunton and MassDOT protect the future downtown site and, in the meantime, work with GATRA to provide direct service to the new East Taunton Station. It will take more work to ensure that the Downtown Taunton station gets built in the future and The Rail to Boston Coalition is committed to helping with that work. But, please consider this –Phase I does not slow down progress on the Downtown Taunton station, but in the meantime your neighbors to the south will be able to enjoy 7 million trips north during Phase I.

I hope that officials in Lakeville, Middleborough, and Taunton will continue to engage the process. If we work together to develop solutions to all of our concerns about Phase I, I have no doubt that we will be back here building consensus for Phase II in just a few more years.

Sincerely,



Timothy Cole

Vice Chair, Rail to Boston Coalition



SouthCoast Development  
Partnership  
151 Martine Street  
Fall River, MA 02723  
P: 508-910-9816  
E: [SCDP@umassd.edu](mailto:SCDP@umassd.edu)  
[southcoastpartnership.org](http://southcoastpartnership.org)

March 23, 2018

Secretary Matthew A. Beaton  
EOEEA  
MEPA Office (Purvi Patel)  
100 Cambridge Street  
Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

We are writing you today to provide comment on the Draft Supplemental Environmental Impact Report (DSEIR) filed by the Massachusetts Department of Transportation with the Massachusetts Environmental Policy Act office.

The SouthCoast Development Partnership is a business-led coalition that represents the largest employers, non-profit, and higher education institutions in the SouthCoast region. SouthCoast Rail continues to be a top economic development priority for this Partnership due to its ability to improve mobility for our residents, businesses and visitors through a connection with Boston and other municipalities on the route, all while strengthening regional real estate markets.

43.01 We are writing in support of the proposed phased approach for the SouthCoast Rail project, as outlined in the DSEIR. We support the immediate advancement of a project that provides service to Fall River, New Bedford and Taunton with at least three peak-period AM and PM trips for each city. We urge MassDOT to advance a design that provides a one-seat ride of 90 minutes or less. We recognize the positive environmental impact this project will have due to the reduction in automobile greenhouse gases – as anticipated by the 7 million trips over the first 8 years of service.

We further support the DSEIR because of the anticipated 2022 completion date. We urge for the expedited approval of this report and for early action construction to begin in the next construction season.

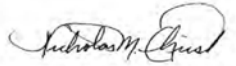
Establishing commuter rail service would result in new residential units, increased commercial development, the creation of both short-term and long-term jobs, higher land values, and an associated increase in local property tax revenue. An immediate and clear mutual benefit is that SouthCoast rail service will provide the people and employers of Greater Boston with much better access to our skilled labor force and comparatively affordable priced housing stock, and much needed employment for the SouthCoast's working families.

We unequivocally support the plan outlined in the DSEIR. The expeditious advancement of this project will improve the quality of life and economy of an entire region in a manner that protects the environment.

Please contact SCDP Executive Director, Hugh Dunn, with any questions at (508) 910-9816 or [hdunn1@umassd.edu](mailto:hdunn1@umassd.edu).

Sincerely,

SouthCoast Development Partnership Co-Chairs:

A handwritten signature in cursive script, appearing to read "Nicholas M. Gust".

Dave Stutz



Southeastern Regional Planning and Economic Development District  
88 Broadway • Taunton, MA 02780 • Phone (508) 824-1367 • Fax (508) 823-1803

March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston MA 02114  
\* Via Email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us) \*

Dear Mr. Beaton:

44.01 As stated in our previous letter of April 17, 2017, following the filing of Notice of Public Change, while we remain convinced of South Coast Rail's potential, via Phase II preferred Stoughton route, to generate economic development, address equity concerns, enhance the state's long-term sustainability/competitiveness, and improve the quality of life for over 630,000 Southeast Massachusetts residents, we continue to have doubts about the Commonwealth's commitment to building it. And, while we are appreciative of the serious efforts of late that have been made to try and deliver earlier on restoring commuter rail to the South Coast, with the promised commencement of service to the cities of Fall River and New Bedford by 2022 via the proposed Phase I Middleborough Alternative, we remain leery were it to end up being the *only* phase completed, that after all of the time and money that has been invested over many years to date, it will ultimately prove not to have been worth the wait.

At the March 6 and 19 DSEIR meetings in Dartmouth and Taunton, many more people seemed to be of the opinion, as residents, that we are essentially being offered a "take it or leave it" (Phase 1 Middleborough Alternative or *nothing*) proposition, with the suggestion that *inferior* rail service to Fall River and New Bedford by the somewhat earlier deadline of 2022 (90+ minute ride, less sustainable diesel, on an already overtaxed Middleborough/Lakeville line), will somehow offset and compensate for the loss of a key central station in downtown Taunton, quicker travel times into Boston, and higher ridership of the preferred Stoughton route. 'Alternative', is typically another way of saying "instead of", after all.

#### EROSION OF PUBLIC TRUST

44.02 In seeking to reassure doubters, MassDOT representatives have been stressing at public meetings of late that the agency has no intention of abandoning work on Stoughton, offering as 'proof' the explanation that continued planning for it, as Phase I progresses, is required by the Army Corps of Engineers. The concern, of course, among many, is that any such continued planning on Phase II is merely to satisfy the Corps, and that once/if Phase I is completed, said work will summarily be discontinued.

44.03 The inclusion of accommodations for electrification of the "southern triangle" in Phase I construction, might help to put such doubters at ease, especially were the Corps to make its approval of Phase I contingent on that inclusion. A more substantive and genuine commitment to public process would also go a long way, not to mention a concerted effort, heretofore lacking, of specifically engaging those who stand to be directly affected by the implementation of Phase I: namely, City of Taunton and Town of Middleboro residents, businesses and elected officials.

44.04

Unfortunately, it would appear since the last round of NPC public meetings, there has been a yet further erosion of public trust.



#### EQUITY IN SERVICE/EQUITY IN BENEFIT?

Frequently cited in discussion of the need to extend commuter rail service to southeastern Massachusetts, is the fact that Taunton, New Bedford, and Fall River are the only three Gateway Cities within 50 miles of Boston without rail service into the City. Were only the Middleborough (Phase I) Alternative to be implemented, will the benefit to each of the above municipalities be equivalent to that of the other Gateways? While the cities of Fall River and New Bedford will have commuter rail stations in their downtowns – albeit with limited service – Taunton will not. Instead, shuttle service from the downtown area (with a sizable Environmental Justice population of approximately 13,400) to a substitute station on the eastern outskirts of the city, has been proposed. People reliant on this shuttle (plus others arriving or being dropped off by passenger vehicle) will inevitably have to travel along Rte. 140, a corridor already heavily congested with vehicles traveling among local businesses and/or transiting onward to Boston, would add a minimum of 15-30 minutes to the overall trip, thus creating a de facto two-seat ride with added costs in time and money. Is this truly equitable?

#### ADDITIONAL TRANSPORTATION AND ENVIRONMENTAL CONCERNS

As has been voiced at the public meetings, there are multiple concerns as to impacts resulting from the proposed new station in the town of Middleborough, not least of which being the earlier-referenced lack of public participation. But apart from said lack of meaningful opportunity to input on the part of the town, and anticipated further deterioration in peak hour level of service at Rte. 105/495 lights and interchange, and still unaddressed rotary, there is also reason to question some of the data and/or methodologies used to arrive at a number of conclusions in the DSEIR. Among others, for example: the background growth rates used in projecting future conditions appear to be inadequate in that they do not clearly quantify traffic growth patterns at network corridor and intersection levels. There is no discussion of the travel model calibration procedure and results, including those from vehicular and transit miles and trips traveled. And the peak hour factors assumed in the operation analysis and methodologies for developing said factors are likewise not documented.

In addition, there is no shortage of environmental concerns, and significant differences, again, between less sustainable Phase I Middleborough Alternative and Phase II preferred Stoughton route. Among them: That the Phase I Middleborough Alternative, as a solely diesel option, would seem to be in conflict with the Governor's recent air quality/GHG mitigation proposals. The Middleborough Alternative's footprint moreover includes sections of track slated to be upgraded that are in proximity to one of the greatest concentration of state certified coldwater fisheries resources in the Taunton River Watershed. And its project area in Lakeville and Middleborough has been identified as a Habitat Protection Priority by The Nature Conservancy as part of its eco-regional assessment of the Taunton River Watershed.

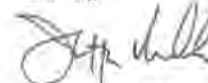
#### IN CLOSING

On behalf of the SRPEDD Commission, such are but a few of our comments and questions relative the recently filed DSEIR for the Phase I Middleborough Alternative, inclusive of our and many others' concerns that it will end up being the *only* phase completed. For if there is indeed destined to be only one commuter rail phase that is ultimately implemented for Southeast Massachusetts, it is our hope, along with countless others across the region, that it will be the *only one* which stands to offer the full

economic, environmental and equity-oriented returns that have long been promised; namely, the Stoughton preferred route.

With thanks to MassDOT and the Commonwealth for its past and continuing support of the region

Sincerely,



Jeffrey Walker, AICP  
Executive Director

cc: Jean Fox, MassDOT



March 23, 2018

Secretary Matthew Beaton  
Executive Office of Energy and Environmental Affairs  
Attn: MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Via Email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)

Re: **EOEEA# 14346 South Coast Rail – Phase 1 Service**

Dear Secretary Beaton,

On behalf of Mass Audubon, I submit the following comments on the Draft Supplemental Environmental Impact Report (DSEIR) for Phase 1 of the South Coast Rail project. Mass Audubon is an abutter to the overall South Coast Rail project through its ownership of the 954-acre Assonet Cedar Swamp Wildlife Sanctuary in Lakeville. We have followed this project since 1997 and submitted comments on all previous stages of the federal and state environmental review processes. These comments are focused on impacts and mitigation for wetlands, water resources, and biodiversity.

The Certificate on the Notice of Project Change (NPC) required a comprehensive analysis of impacts and mitigation. The DSEIR provides information, maps and summary charts of impacts to natural resources. However, the descriptions of mitigation are generic and do not provide specifics of how or where mitigation will be conducted. The DSEIR indicates that MassDOT has continued to work with the Interagency Working Group in conducting the impact assessment and planning for mitigation. The Certificate also indicated that MassDOT was committed to reconvening the Wetland Mitigation Working Group, but there is no information about that in the DSEIR.

Mass Audubon requests that more specific commitments to mitigation be provided in the Final SEIR. A few examples of types of impacts and mitigation that should be addressed in further detail in the FSEIR are listed below; this list is not comprehensive.

#### Climate Change, Resiliency, and Low Impact Development

The Certificate on the NPC required that the DSEIR address the project in relation to the Global Warming Solutions Act of 2008 (GWSA), Executive Order 569: *Establishing An Integrated Climate Change Strategy for the Commonwealth* (EO 569) and the MassDOT GreenDOT Policy. The DSEIR does provide information on these topics, such as a general commitment to design all structures and stormwater systems to address future projections of increased storm intensities. It is

- 45.02 not clear if the MassDOT Climate Projections for precipitation events is carried through to the design of stormwater management from runoff associated with the large impervious surfaces (e.g. parking lots) at the new stations. That section mentions applying the NOAA Atlas 2014, which while an improvement over older historic data, does not address future changes.

The Certificate also required that:

*The DSEIR should evaluate Low Impact Development (LID) practices to manage stormwater at proposed stations, and parking areas such as: smaller parking stalls and circulation lanes; porous pavement; pavement disconnection versus traditional curb and gutter drainage; retention of existing mature non-invasive plants; exfiltrating bioretention in place of raised traffic islands; and tree box filters. It should identify where and how LID measures have been incorporated into the project design and operation.*

- 45.03 The DSEIR section on stormwater management makes a general commitment to employing LID. However, the descriptions and sketch plans of proposed stormwater management do not in fact embrace a true LID approach. They descriptions refer to collecting runoff from pavement into catchbasins, gathering it in pipes and directing it to forebays, retention (infiltration) basins, and similar measures. There are no plans for placing bioretention areas and tree boxes within paved areas to collect stormwater in small quantities at the location where the precipitation falls. Bioretention has many benefits over centralized collection and infiltration, including removal of between 70 and 90% of sediments and nutrients. Soils and plants within bioretention areas can perform important water cleansing functions while also reducing the heat island effect of large paved surfaces. Use of native trees, shrubs, and flowering plants in bioretention also provides habitat for pollinators, consistent with the state Pollinator Protection Plan<sup>1</sup> as well as supporting birds and other native wildlife, and increasing the attractiveness and comfort of the area around the stations for travelers.
- 45.04 The potential for placing solar arrays on the station roofs and/or on parking canopies should be also
- 45.05 be considered. The design of stormwater in relation to parking canopies and potential use of bioretention and trees may be somewhat more complex but there may be locations where one or the other of these options may be appropriate and workable, or where a hybrid approach could be pursued with canopies in some parking areas and planted areas in others.

#### Specific Mitigation Plans

- 45.06 The Certificate on the NPC called for presentation of a comprehensive mitigation plan to address federal and state wetlands and environmental regulations as well as local bylaws. The DSEIR claims that MassDOT is exempt from local bylaws. This should be clarified. The Certificate also
- 45.07 required the comprehensive mitigation plan to include construction period measures, post-construction monitoring and restoration, compensation if needed, and measures to promote wildlife habitat and to remove/prevent the establishment of invasive species. The descriptions of proposed mitigation are generic rather than site specific. Additional information should be provided in the FSEIR.

<sup>1</sup> <https://www.mass.gov/files/documents/2017/06/rw/pollinator-plan.pdf>



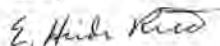
For example, nine vernal pools are located within 100 ft. of the Right of Way for the Middleboro Secondary line, and the proposed rail improvements will directly impact two vernal pools and an additional 4,100 sf of essential upland habitat of vernal pool dependent species. The Certificate required that for vernal pool mitigation, "the DSEIR should consider expansion of existing vernal pools that will receive fill and plantings to help maintain healthy vernal pool ecosystems (shading, temperature regulation, and invasive species minimization) and support reestablishment of native vegetation."

The Certificate also required mitigation for rare species impacts and to minimize overall biodiversity impacts. The DSEIR provides general descriptions of measures that could be applied to facilitate safe crossing of the rail line by the state-listed Box Turtle through specially designed trenching features, as well as upland underpasses for a variety of wildlife. However, it does not identify specific locations where those features will actually be installed.

A number of culverts will need to be replaced, and the DSEIR provides a commitment to do those replacements with pre-cast concrete box culverts embedded within the channel to provide natural substrate, and increasing the crossing openness wherever feasible through enlarging the cross-section and/or decreasing culvert length. However, the DSEIR does not provide details on specific locations or the extent to which each location will be able to improve toward meeting the stream crossing standards.

Thank you for considering these comments. We look forward to reviewing additional mitigation details in the FEIR.

Sincerely,



E. Heidi Ricci  
Assistant Director of Advocacy

Cc: Jean Fox, MassDOT  
Lealdon Langley, MassDEP  
MassDEP SERO  
NHESP  
SRPEDD  
Taunton River Watershed Alliance



March 23, 2018

Massachusetts Department of Transportation  
10 Park Plaza, Suite 4150  
Boston, MA 02116

Re: South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR)

Dear Secretary Beaton:

We are pleased to see continued progress on South Coast service.

We would like to give you and MassDOT the following suggestions that we feel would significantly strengthen the project:

- 46.01 1) The Sierra Club remains strongly committed to electric service, not just on South Coast, but throughout the entire MBTA Commuter Rail system. Ultimately, we need the full Stoughton electric or equivalent (e.g., Attleboro bypass). We do not think phase 1 of the project will succeed without delivering electric service. At a minimum, the southern triangle should be electrified in phase 1. (It could start with the New Bedford Main Line if funding is an issue.) The locomotives could be dual power to preserve a single-seat ride. In addition to the environmental benefits of electric traction, electrifying now will avoid Phase 2 inflation costs, and reduce local impact of Phase 1 by having one construction phase instead of two. Electrification in Phase 1 will demonstrate commitment to Phase 2.
- 46.02 2) Service to downtown Taunton needs a better near-term solution. Options for that service include shuttle service to the Northeast Corridor at Attleboro, or additional trains via the Middleborough line originating in Taunton. To the extent possible, assets described in the FEIS/FEIR should be built as part of the interim service.
- 46.03 3) We think the project will not succeed without service to the Cape. Frequent Cape service will preserve a high level of service to and use of the Middleborough/Lakeville station. A one-seat ride needs to be the solution for the Cape given the enormous tourist market, but a shuttle between the Cape and Bridgewater would be acceptable initially. We are concerned that South Coast phase 1 will limit Cape service. The final EIR needs to state the current capacity of the Middleborough line, and how it will be increased to provide not only good service to South Coast but to the Cape as well. The EIR should also discuss the capacity and performance improvements from the planned implementation of PTC on this line. This analysis should also include possible benefits from the North-South Rail Link on fleet utilization or trip times (since this would eliminate reversals at South Station).
- 46.04 4) The DSEIR analysis of the Attleboro option was inadequate because of the constraint of a one-seat ride. An Attleboro shuttle would avoid the reversal on Northeast Corridor. This segment too could be electrified to avoid negative diesel impacts. A two-seat ride via Attleboro could be faster than the Middleboro route, particularly if the connection ran express from Attleboro to Route 128. Upgrading the Attleboro Secondary would provide access from Taunton not just to Boston but south to Providence. Passenger projections could be higher than Phase 1 Middleborough if demand to the south is included.

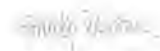


This could be a complementary resilient project even if it is not the main route. Finally, modernizing this short section will benefit freight.

5) We support modernizing the entire Secondary from Attleboro to Middleboro since that will create a redundant network that will benefit the entire Southeastern region of the state. Such modernization opens up numerous destination pairs (such as Attleboro-Bridgewater for the University, and New Bedford-Providence) so that service may need to be maintained after Phase 2.

Thank you for the opportunity to comment. Please let us know if we can provide further information.

Respectfully,

  
Emily Norton  
Mass. Sierra Club, Chapter Director  
emily.norton@sierraclub.org



March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116  
email: [Jean.Fox@state.ma.us](mailto:Jean.Fox@state.ma.us)

Re: EEA No. 14346 Draft Supplemental Environmental Impact Report, South Coast Rail Project  
Phase 1 – sent by email

Dear Secretary Beaton and Ms. Fox,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR) for Phase 1 of the South Coast Rail (SCR) project. Public Employees for Environmental Responsibility (PEER) is a Washington D.C.-based non-profit, non-partisan public interest organization concerned with honest and open government. Specifically, PEER serves and protects public employees working on environmental issues. PEER represents thousands of local, state and federal government employees nationwide; our New England chapter is located outside of Boston, Massachusetts. PEER has been involved in reviewing the SCR project since 2002.

**Description of proposed project.** The DSEIR is proposing to adopt a so-called “phased approach” to provide commuter rail service to the South Coast region: Phase 1, the Middleborough Secondary Alternative, and Phase 2, the Full Build scenario, which would be the Stoughton Alternative through the Hockomock Swamp. According to the Massachusetts



Department of Transportation (MassDOT), this new phased approach will: 1) cost the same amount as the Stoughton Alternative alone; 2) bring service eight years earlier than the Stoughton Alternative (by the year 2022, instead of 2030); 3) provide a one-seat ride from Fall River and New Bedford to Boston; 4) provide over 40% of the ridership benefits of the Full Build; and 5) have far fewer environmental impacts and permitting challenges than the Full Build. Phase 1 would extend service through the existing Middleborough/Lakeville line using diesel-powered trains to New Bedford and Fall River. Specifically, it would reconstruct 17.3 miles of New Bedford Main Line and 11.7 miles of Fall River Secondary, upgrade 7.1 miles of existing Middleborough track, construct two new layover facilities, and construct six new stations.

**MEPA versus NEPA.** MassDOT views Phase 1 service as an “interim service” until the Full Build service along the Stoughton route can be provided, claiming that Phase 1 contributes to many of the Project goals.<sup>1</sup> However, it appears that MassDOT is only examining the impacts associated with Phase 1 of the Project under the Massachusetts Environmental Policy Act (MEPA). With regards to the National Environmental Policy Act (NEPA), MassDOT states:

For the Project to proceed to construction it will be necessary for MassDOT to obtain a permit from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material in waters of the United States under Section 404 of the Clean Water Act. This required the USACE to conduct a federal environmental review in accordance with NEPA. The USACE and MEPA agreed to coordinate the environmental review for the Project. As the lead federal agency for the environmental review pursuant to NEPA, the USACE prepared a federal Environmental Impact Statement (EIS), which MassDOT reviewed and adopted as its state-required Environmental Impact Report (EIR).... To date, the USACE has not issued the Record of Decision that will complete the NEPA process.<sup>2</sup>

MassDOT is silent on the USACE’s plans to prepare a Draft Supplemental Environmental Impact Statement (DSEIS) under NEPA for this new phased approach. In fact, MassDOT states, “The document also provides an update on the total impacts of Phase 1, and the cumulative impacts of Phase 1 and the SGR projects. This DSEIR does not re-analyze those elements of the Project included in the FEIS/FEIR analysis that remain unchanged.”<sup>3</sup> This project cannot proceed without this federal environmental analysis, and PEER respectfully requests that MassDOT explain when the DSEIS will be released.

**Independent utility.** MassDOT claims that Phase 1 has independent utility from the Full Build project.<sup>4</sup> PEER assumes that MassDOT stresses this point in an effort avoid examining the impacts from both Phase 1 of the proposed project, and the Full Build. A project has independent utility if it is a stand-alone project, and serves a distinct purpose or function. Under NEPA, the term “unconnected single actions” describes projects that have independent utility. Specifically, 40 CFR § 1508.25(a)(1) requires that the scope of an EIS include the impacts from all connected actions. Actions are connected if they:

(i) Automatically trigger other actions which may require environmental impact statements. (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously. (iii) Are interdependent parts of a larger action and depend on the larger action for their justification.

The ACOE considers a project to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

In this case, MassDOT argues that Phase 1 has independent utility, and PEER agrees. As we stated in our comments on the Notice of Project Change (NPC), the Middleborough Alternative stands on its own as a viable project. In this case, the Middleborough Alternative would satisfy the Corps’ basic project purpose of “more fully meet[ing] the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts,” and therefore is a viable project in and of itself. The two phases are not interdependent, and Phase 1 does not depend on the Full Build (or vice versa).

However, the fact that Phase 1 has independent utility does not relieve MassDOT from examining the impacts from Phase 1 *and* the Full Build. Under NEPA, an EIS must include all cumulative impacts of other proposed actions which have common timing or geography. As stated above, 40 C.F.R. § 1508.25(a)(1) states that an EIS must consider actions which: 1) are connected; 2) automatically trigger other actions which may require an EIS; and 3) are interdependent parts of a larger action and “depend on the larger action for their justification.” Under MEPA regulations, the proponent of a project must:

consider the entirety of the Project, including any likely future Expansion, and not separate phases or segments thereof. The Proponent may not phase or segment a Project to evade, defer or curtail MEPA review. The Proponent, any Participating Agency, and the Secretary shall consider all circumstances as to whether various work or activities constitute one Project, including but not limited to: whether the work or activities, taken together, comprise a common plan or independent undertakings, regardless of whether there is more than one Proponent; any time interval between the work or activities; and whether the environmental impacts caused by the work or activities are separable or cumulative.<sup>5</sup>

**47.02** Therefore, despite the fact that Phase 1 has independent utility, MassDOT must examine the impacts from both the Phase 1 and the Full Build scenarios if it persists in claiming that the Full Build will ultimately be built.

**Coupling the two projects would result in an unpermissible project:** The extraordinary costs and environmental impacts associated with the Stoughton Alternative/Full Build of the proposed project *alone* are unpermissible. Under NEPA, an EIS must include all cumulative impacts of other proposed actions which have common timing or geography. PEER has outlined the significant impacts resulting from bisecting the Hockomock Swamp Area of Critical Environmental Concern (ACEC) (the proposed Stoughton Alternative) in many of our previous comment letters, and it is unnecessary to repeat those facts here. Suffice it to say that wetland

<sup>1</sup> DSEIR, p. 2-2

<sup>2</sup> DSEIR, p. 1-5 through 1-6

<sup>3</sup> DSEIR, p. 1-3

<sup>4</sup> DSEIR, p. 8-6

<sup>5</sup> 301 CMR 11.01(2)(c)

impacts associated with the Stoughton Alternative would have cause or contribute to significant degradation of waters of the United States, and as such would be unable to legally obtain a Section 404 of the Clean Water Act permit. If MassDOT continues to intertwine these two phases, neither would be permissible. In other words, by coupling the two phases, MassDOT would be rendering the permissible Phase 1 unpermissible due to the cumulative impacts with the Full Build.

**MassDOT's rationale for doing both projects is flawed.** MassDOT proposes this two-phase process because it has suddenly determined that “the timeline for implementing service was significantly longer than originally anticipated,”<sup>6</sup> and that this delay will cause the cost of the Project to continue to increase with inflation.<sup>7</sup> MassDOT also states that the overall purpose of the Project remains unchanged, and that Phase 1 will “avoid and minimize wetlands impacts, and ... reduce overall project costs by starting construction sooner.”<sup>8</sup> Most importantly, however, MassDOT states, “[t]he Phase 1 Project will still help address transportation deficiencies in the South Coast Region of Massachusetts, and help to more fully meet the existing and future demand for public transportation between Fall River and New Bedford, and enhance regional mobility.”<sup>9</sup> In fact, MassDOT touts the “redundancy and resiliency” of having two lines rather than one:

The likelihood of barriers to service in the Full Build is even greater since the Stoughton Line joins the Northeast Corridor (NEC), a high frequency line with various complicated service conditions. By providing a permanent alternative to bypass these potential service obstacles from stations in the Southern Triangle, the MBTA service from New Bedford and Fall River could recover from a service interruption far more quickly than it could without the improvements associated with the phased service. In addition, because the Phase 1 route passes through fewer flood-prone areas than the Full Build route, it will provide resiliency in the event of extreme weather events.<sup>10</sup> By having a permanent alternative route to use in those situations, MassDOT increases the level of resiliency in the corridor to a level that is warranted and appropriate.<sup>11</sup>

Basically, MassDOT is arguing that Phase 1 of the Project: 1) has independent utility; 2) can be built more cheaply and quickly than the Stoughton Alternative; 3) has far fewer environmental impacts; 4) meets the stated project purpose; and that 5) Phase 2, the Full Build, provides “redundancy.” MassDOT states:

The Phase 1 service will be practicable based on the Section 404 Permit definition: “capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose.” Similarly, it will meet the overall Project purpose “to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, to enhance regional mobility.”<sup>12</sup>

<sup>6</sup> DSEIR, p. 1-2

<sup>7</sup> Id.

<sup>8</sup> Id.

<sup>9</sup> DSEIR, p. 1-5

<sup>10</sup> PEER would be remiss if it did not point out that building in “flood-prone” areas like the Hockomock Swamp given the accelerated extreme weather events caused by climate change is both short-sighted and ill-advised.

<sup>11</sup> DSEIR, p. 2-2

<sup>12</sup> DSEIR, p. 2-2

MassDOT also states:

The Massachusetts Department of Transportation’s (MassDOT) stated purpose of the implementation of South Coast Rail (SCR) Phase 1 (the Project) is consistent with the Full South Coast Rail Project, as documented in the Final Environmental Impact Statement (FEIS)/ Final Environmental Impact Report (FEIR) released in September 2013 ... This purpose is to meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, to enhance regional mobility while supporting smart-growth planning and development strategies in affected communities. Phase 1 allows MassDOT to serve these objectives in a timelier manner than would be possible if service was delayed until the completion of the Full SCR Project.<sup>13</sup>

And the ridership is also suddenly palatable:

Even with limited service and fewer stations than provided in the Full Build, Phase 1 is expected to capture a substantial portion of the projected ridership for SCR in the South Coast region.<sup>14</sup>

#### 47.04

PEER believes that Phase 1 sounds suspiciously like the least environmentally damaging practicable alternative (LEDPA).<sup>15</sup> As such, there is no need to build the second phase of this project, the Stoughton Alternative.

**The history of the project.** The SCR Project has been studied for more than 25 years. In the DSEIR, MassDOT provides an extremely truncated history of this project. MassDOT states that in 2002, an FEIS/FEIR prepared by the MBTA concluded that the Stoughton Alternative was the preferred route. Planning was delayed until 2007, and MassDOT began public review of the project under MEPA, concurrent with the USACE’s public scoping process under NEPA, in 2008. The Final EIS/R (FEIS/FEIR) was issued in September 2013. MassDOT filed a Notice of Project Change (NPC) on March 22, 2017, describing the phased approach to Project implementation.

What MassDOT neglected to explain was the sordid history of this project prior to 2002. When MBTA first proposed the Stoughton alternative in a 1990 feasibility study, the concept was quickly swatted down by a state planning body. The Joint Transportation Planning Group of the Southeastern Municipal Planning Organization (JTPG) bluntly criticized MBTA for not exploring options outside the Hockomock. JTPG commented that the project seemed to be driven by representatives from Fall River hoping to attract tourists from Boston, and noted that MBTA officials could find “no reliable evidence for economic effects other than the effects on the housing market.” The planning body concluded that the benefits of such a commuter rail were “insignificant.” MBTA was sent back to the drawing board to create a more thorough analysis. Five years later, the MBTA submitted an Environmental Notification Form (ENF) on the project. The ENF identified four possible alignments for the new rail: the Attleboro Alternative, the Stoughton Alternative, the Middleborough Alternative, and enhanced bus. In this document, the preferred route for the commuter line was known as the Attleboro Alternative. The Attleboro

<sup>13</sup> DSEIR, p. 13-1

<sup>14</sup> DSEIR, p. 2-67

<sup>15</sup> Remember, there is no requirement that the LEDPA be the applicant’s favorite alternative. So long as it is the least environmentally damaging practicable alternative, it is the only one that can be permitted.

Alternative avoided the Hockomock, and MBTA sang the praises of its high ridership, reasonable costs, competitive travel times, and, significantly, lower environmental impacts than the Stoughton Alternative. Not only did the MBTA's ENF recommend pursuing the Attleboro Alternative, but it repeatedly pointed out the difficulties and severe environmental impacts associated with the Stoughton Alternative. Due in large part to these overwhelming environmental concerns, the MBTA settled on the Attleboro Alternative as its first choice.

The Attleboro choice raised the ire of citizens in the affected communities of Attleboro, Norton, and Taunton, who feared that a train line would interfere with local traffic and decrease property values of houses along the line. Soon the region's influential congressmen were weighing in on the issue. In August of 1996, the Legislature essentially overruled MBTA's ENF by ordering the MBTA to "rethink" their study and review other alternatives for rail construction. Later, in a discussion of the history of the proposed New Bedford/Fall River rail line, MBTA admitted that these communities raised "a number of local concerns" and that "these concerns were also expressed by state legislators ... in response, the MBTA stopped work on the project in January of 1996." The legislature had spoken, and MBTA received the message loud and clear: the Attleboro Alternative, while less environmentally damaging, would be less of a political headache.

In 1997, MBTA and its consultant, VHB (the very same consultant who prepared the DSEIR) reported that the Attleboro alternative would "result in the highest impacts to environmental resources," thus giving them an excuse to eliminate the Attleboro alternative from consideration. But apparently some state representatives were not going to take any chances. In October of 1997, 16 legislators wrote to then-Governor Paul Cellucci, expressing their interest in the project. Their letter went on to say:

... we are happy to inform you of an agreement reached by the undersigned legislators on a choice for the rail route to Taunton, Fall River and New Bedford. As you can see from the enclosed legislative language, for which we shall seek enactment, the so-called "Attleboro Route" is specifically excluded once and for all. The final path which we are supporting is the so-called 'Stoughton Route.' ... the MBTA is directed to cease all attempts to provide this service by way of the "Attleboro Route, so called." Section 2J: 6005-1962 is hereby amended as follows: For the extension of the commuter rail service to New Bedford and Fall River...the funds provided by this section shall be used for engineering and environmental studies and for permitting and constructing the Stoughton Extension through the municipalities of Stoughton, Easton, Raynham, and Taunton.

On November 15, 1999, Secretary Durand said both the Attleboro and Stoughton alternatives were feasible and that the "environmental impacts of the Stoughton Alternative are, on balance, greater than those of the other alternatives, including Attleboro." The Middleborough Alternative, the one that is before us today, was not pursued because it did not meet the ridership criteria. Then the Massachusetts Legislature stepped in again: they approved the transportation bond on June 30th, 2000, containing the following language: "The Massachusetts Bay Transportation Authority shall use an extension of the Stoughton commuter rail route through the municipalities of Stoughton, Easton, Raynham and Taunton in order to provide commuter rail service to New Bedford and Fall River."

PEER's point is this: For 25 years, the Commonwealth has been spending hundreds of millions of dollars on this project. The original route - determined through an unbiased process - was through Attleboro. But politics reared its ugly head, and Stoughton became the most politically

palatable - albeit most environmentally damaging and costliest - alternative. For more than 15 years, the U.S Environmental Protection Agency (EPA), environmental groups, citizens, and PEER have been telling MassDOT that the Stoughton Alternative was too expensive and too environmentally damaging, and that alternatives such as Middleborough and the rapid bus should be examined. Middleborough, which was always the cheapest and least environmentally damaging of the routes, was dismissed early on. And here we are, in 2018, and suddenly the Middleborough Alternative is practicable. It is difficult to have confidence in MassDOT and its consultants, as it appears that politics have been driving this train all along. MassDOT and VHB have made this environmental review process a sham. While PEER is pleased that the Middleborough Alternative is viable once again, we are frustrated at the length of time it took to get here, and the money wasted.

47.05

**The cost of the project.** PEER is baffled as to how Phase 1 of the Project will not add to the overall cost of the Full Build. A graphic, provided in MassDOT's community outreach presentation, shows that the Project will cost \$3.2 billion, with or without the construction of Phase 1. Phase 1 reconstructs 29 miles of track, upgrades 7.1 miles of existing track, constructs two new layover facilities, and constructs six new stations. While many of these track improvements can be used in the Full Build, some of the costs (such as those associated with the new Pilgrim Junction station and the relocated East Taunton station) cannot. The estimated cost for the Pilgrim Junction station alone is between \$17.4 and \$24.9 million.<sup>16</sup>



47.05  
cont...

MassDOT contends that the savings comes from building eight years earlier; however, it is inconceivable that costs will not continue to rise, and if the Full Build is ultimately pursued, that it will not be more expensive to have both routes constructed and in operation.

47.06

**Environmental concerns.** PEER has several environmental concerns regarding Phase 1: specifically, the failure to consider induced traffic in the air pollution/greenhouse gas analysis, and protection of vernal pools. First, the DSEIR - once again - does not take into account induced traffic. Specifically, if cars are taken off the road and traffic congestion eases, more cars start using the roads. This is a known effect, and many peer-reviewed articles discuss this phenomenon. MassDOT must take induced traffic into consideration when analyzing VMT and air pollution.

<sup>16</sup> DSEIR, p. 2-38



Second, improvements to the Middleborough track requires construction within 100 feet of nine vernal pools. MassDOT states:

This work is not anticipated to substantially change habitat quality (microclimate) as clearing will be limited to small areas in the upland and will preserve vegetation between the work area and the limit of the vernal pool. The construction will not affect the ability of amphibians to move between vernal pools, as it will not change the existing ballast and track or add new barriers to movement.<sup>17</sup>

As we have told you before, in April 2002, PEER conducted a water quality analysis that MBTA neglected to perform, comparing vernal pools in the Hockomock to similar pools near existing rail lines. PEER examined water quality in six vernal pools: three adjacent to the active MBTA Attleboro rail line in Sharon, Massachusetts, and three adjacent to the abandoned MBTA right-of-way in the Hockomock Swamp in Easton, Massachusetts. The analysis tested the MBTA's hypotheses that there are no adverse impacts associated with an active diesel rail line. The results show that the dissolved oxygen in the vernal pools adjacent to the active rail line was significantly lower than similar pools in the Hockomock. Dissolved oxygen is necessary to support aquatic life; therefore, low dissolved oxygen is extremely detrimental to animals found in vernal pools. The statistical analysis also showed that the difference in dissolved oxygen between the two sites is not due to any other factors examined (i.e., water temperature, distance to rail bed, depth of the vernal pool, or pH). The presence of the rail line itself is the most likely culprit. MassDOT and its consultants should ensure that these nine vernal pools are not adversely impacted from hydrocarbons and other pollutants from the diesel trains.

In addition, MassDOT fails to consider protecting these vernal pools from herbicide spraying. MassDOT states that in order to protect water quality and state-listed species, it will:

designate the portion of the corridor adjacent to Thatcher's Pond in Taunton as a No-Application [of herbicides] sensitive area. In addition, in accordance with the DFA requirements, the following will be designated as No-Application zones: Areas within 10 feet of a surface water or wetland; Areas within 50 feet of a private drinking water supply; Areas within 100 feet of a surface water public water supply; and Areas within 400 feet of a public water supply well (Zone 1).<sup>18</sup>

PEER requests that this No-Application zone also be afforded to the vernal pools.

What MassDOT used to say about the Middleborough Alternative. It is baffling how MassDOT suddenly considers the Middleborough Alternative practicable. PEER agrees that Middleborough is indeed practicable, and in fact the LEDPA. We had urged MassDOT to consider Middleborough for years. However, we respectfully request an explanation as to how this happened – perhaps if we can understand why MassDOT changed its mind so drastically, we can prevent future delays and expenditures on other projects.

In 2009, MassDOT stated that the Middleborough Alternatives (2, 2A and 2B) “had consistently less favorable results because they had inferior run times and lack ... Orange Line connectivity. Alternative 2, Option 2B, also has inferior headways to any of the other alternatives causing it to

have less demand than Alternative 2, Option 2A... Alternative 2B consistently produced the least favorable travel demand results of all of the options.”<sup>19</sup>

In 2011, MassDOT said that several Middleborough Alternatives were:

not considered practicable due to ... low projected ridership numbers, high cost and significant construction-related disruption to the existing public transit system and to the City of Quincy. The Middleborough Full Alternative would also add multiple trains in the morning and evening peaks to South Station operations, resulting in operational impacts at South Station ... resulting in extensive delays to the operation of the alternative and system-wide impacts to the rail network. The operational impacts would render the Middleborough Full Alternative not practicable for this reason as well.<sup>20</sup>

The so-called Middleborough Simple Alternative was said to “not meet the minimum capacity requirements of MBTA for quality of service and the ridership would result in substantially lower projections than that of other alternatives. Because of its low projected ridership this alternative was not considered practicable.”<sup>21</sup>

In 2013, MassDOT claimed that Middleborough was currently unable to handle any more growth due to full parking lots, and that communities were “reluctant to increase parking lot capacity.”<sup>22</sup> Table 3.2-1 provided in the FEIR showed that Middleborough was already over capacity (see Table, below).

**Table 3.2-1 Ridership on Providence, Stoughton and Middleborough Rail Lines**

Line	AM Peak Passengers	AM Peak Seating Capacity	AM Peak Utilization*
Providence	11,017	8,532	129%
Stoughton	2,771	3,558	78%
Middleborough	3,743	3,696	101%
Source	MBCR Ride Check December 2006, MBTA South Side Equipment Schedule		
*	Assumes all passengers continue to South Station, Stoughton, Providence/Stoughton and Middleborough/Lakeville Lines.		

When commenters suggested building another station, MassDOT refused to consider it. Now, MassDOT proposes to build the new Pilgrim Junction parking lot, slightly north of the existing Middleborough lot, to accommodate the revamped line and additional cars.

PEER is not suggesting that Middleborough is impracticable; rather, we are curious as to the sudden desirability of the Middleborough Alternative.

**Conclusion.** PEER agrees that the Middleborough Alternative is practicable, and indeed, is the LEDPA of all the train alternatives. We also agree that the Middleborough Alternative has

<sup>19</sup> Appendix 3.1-C CTPS South Coast Rail Travel Demand Analysis Results Memo, p. 8 (February 2009)

<sup>20</sup> p. 3-25, USACOE DEIR/DEIS, February 2011

<sup>21</sup> Id.

<sup>22</sup> p. 3-29 of FEIR (August 2013)

<sup>17</sup> DSEIR, p. 9-28

<sup>18</sup> DSEIR, p. 9-48



independent utility. However, by linking the Full Build/Stoughton Alternative to the Middleborough Alternative, MassDOT is rendering an otherwise permissible project unpermissible. We therefore urge MassDOT to drop the Stoughton Alternative once and for all.

Thank you for the opportunity to comment.

Sincerely,

*Kyla Bennett*

Kyla Bennett, J.D., PhD  
Director, New England PEER  
P.O. Box 574  
North Easton, MA 02356  
508-230-9933  
[nepeer@peer.org](mailto:nepeer@peer.org)  
[www.peer.org](http://www.peer.org)

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

CC:  
Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

Dear Secretary Beaton,

On behalf of the Livable Streets Advocacy Committee, I am submitting this comment letter on the Draft Supplemental Environmental Impact Report (DSEIR) for the South Coast Rail project. While this project is well intended and designed to open up transit access from the South Coast to the Greater Boston job market, we have concerns with the Phase 1 of the project as currently presented in the DSEIR.

- |       |  |
|-------|--|
| 48.01 | 1. <u>There should be a focus on bringing rail stations to town centers and areas with a high walk shed, maximizing the number of people who are within walking or biking distance of stations. In Phase 1, the New Middleborough Station plan accomplishes this well, moving the station from outside of town to near the town center, but many of the other station locations such as East Taunton &amp; Freetown (while perhaps tactical stations that will be removed or re-built during the Full Build) are "Park &amp; Ride" type stations with minimal walk shed.</u> |
| 48.02 | 2. <u>The targeted levels of service in this Phase 1 (6-7 total new trains per day to/from New Bedford &amp; Fall River), while of benefit to commuters headed into Boston, are at a low level of service that may have limited impacts on their ability to spur transit oriented development (and associated economic development) across the region and help drive modal shift.</u>  |
| 48.03 | 3. <u>The lack of integration or planning into a potential Regional Rail system (as proposed by <a href="#">Transit Matters</a> and currently being studied by the Commonwealth) limits the larger regional impact of this new service as it maintains the current "Commuter Rail" vision of transporting workers into the city in the morning and then returning in the evening, as opposed to a true Regional Rail system with frequent services throughout the day and on weekends.</u>   |

4. The tactical use of diesel locomotives to provide service definitely serves a tactical goal of establishing service in the short-term, but without MassDOT & the MBTA adopting an end-date for diesel traction power and a plan to electrify the entire South Coast Rail Corridor (as in the Full Build version of the plan), these diesel locomotives will continue to provide a higher environment impact, lower speed service, higher headways, higher maintenance costs and higher amounts of out-of-service time than a fleet of Electric Multiple Unit (EMU) trains.
5. Continuing to invest in a system that uses diesel traction runs counter to the Commonwealth's plans to reduce greenhouse gas emissions, especially given that transportation is currently the largest contributors to greenhouse gas emissions in the Commonwealth.
6. The bottlenecks of the Old Colony Line and South Station, combined with the continued reliance on slower diesel traction, will limit the Commonwealth's ability to increase service if high demand is seen, and MassDOT and the MBTA need to advance plans to address these core infrastructure capacity problems (with solutions such as a full double-tracking of the Old Colony Line, full electrification of the MBTA rail system, building the North-South Rail Link or expanding capacity at South Station via better train movements or other solutions).

Thank you for your consideration and we hope that these comments can be reflected in continued planning around the South Coast Rail project in Phase 1 and beyond.

Regards,  
Patrick Starling  
Livable Streets Advocacy Committee

# BRISTOL COUNTY

## CHAMBER OF COMMERCE

Voice of Business Since 1911

March 23, 2018

Matthew A. Beaton, EOEEA  
Secretary  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Mr. Beaton:

For far too many years, residents and businesses along the South Coast have been without passenger rail service to Boston.

On September 18, 2017, following a lengthy public comment period, MassDOT released an announcement reaffirming the one-seat service from Fall River and New Bedford. The public was informed of the Phase 1 analysis of refining station stops. Their memo indicates the advisability of a new station in Middleborough at Pilgrim Junction which would minimize travel times, optimize operations and support a connection for future Cape Flyer service. In addition, that Pilgrim Junction site is adjacent to an existing rail layover area.

The residents of the South Coast face daily uncertainties and frustrations when attempting to drive to Boston. Rail access means prospects for higher paying jobs, better access to universities, availability of medical specialists, and more opportunity for travel and tourism. It will also help to bring affordable housing to the Greater Boston Area and provides a host of economic opportunities to areas of the Southern triangle that have been promised rail service for too long.

This region needs Phase 1 of the South Coast Rail Project completed by 2022. The idea of waiting another decade for the possibility of a more complex Stoughton route makes no sense.

49.01 On behalf of the Boards of Directors of the Bristol County Chamber of Commerce, we urge all that are involved to make this a reality for the residents of Southeastern Massachusetts.

Kimberly A Coroa Moniz  
Interim Director  
Bristol County Chamber of Commerce

February 19, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RECEIVED

FEB 22 2018

MEPA

Cc: Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

Dear Secretary Beaton:

I am writing to express my unequivocal support for Phase 1 of the South Coast Rail project. As you know, the working idea of rail service to the South Coast region of the state is one that has existed for over twenty-five years, but has not come to fruition. I am thrilled to see that with Phase 1, Fall River, Taunton and New Bedford will have rail service by 2022.

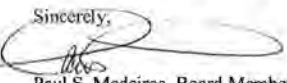
The positive effects rail service will have on the South Coast are immeasurable. From an economic development standpoint rail service means that SouthCoast residents will have better access to employment opportunities in areas serviced by the commuter rail without having to move into those areas which are characterized by a higher cost of living.

Similarly, I believe that families from the metro-Boston area will choose to relocate to the SouthCoast for housing purposes or choose to continue to work in Boston so long as they are afforded a safe, affordable, efficient and reliable means of transportation to and from Boston. These families will invest in our cities and towns, generate new tax revenue and bring with them more disposable income which will help local businesses as they experience the numerous cultural and lifestyle amenities offered in the SouthCoast.

As noted in the Draft Environmental Impact Report, Phase 1 does not replace the proposed Stoughton route as the Phase 1 improvements are also a necessary component of the Phase 2 Stoughton Route, so executing Phase 1 will not increase the capital cost of the full build, yet it will accommodate rail service at least 8 years earlier than the full build.

Given that Phase 1 supports the overall Full Build of South Coast Rail without additional cost, along with the positive impact rail service will have on the economic development of the region, it is without hesitation that I support Phase 1 of the South Coast Rail project. Thank you for making this long sought transportation goal a reality.

Sincerely,

  
Paul S. Medeiros, Board Member  
JOBS for Fall River, Inc.  
DBA Fall River Office of Economic Development



March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing to express my unequivocal support for Phase 1 of the South Coast Rail project. As you know, the working idea of rail service to the South Coast region of the state is one that has existed for over twenty-five years, but has not come to fruition. I am thrilled to see that with Phase 1, Fall River, Taunton and New Bedford will have rail service by 2022.

The positive effects rail service will have on the South Coast are immeasurable. From an economic development standpoint rail service means that SouthCoast residents will have better access to employment opportunities in areas serviced by the commuter rail without having to move into those areas which are characterized by a higher cost of living.

Similarly, I believe that families from the metro-Boston area will choose to relocate to the SouthCoast for housing purposes or choose to continue to work in Boston so long as they are afforded a safe, affordable, efficient and reliable means of transportation to and from Boston. These families will invest in our cities and towns, generate new tax revenue and bring with them more disposable income which will help local businesses as they experience the numerous cultural and lifestyle amenities offered in the SouthCoast.

As noted in the Draft Environmental Impact Report, Phase 1 does not replace the proposed Stoughton route as the Phase 1 improvements are also a necessary component of the Phase 2 Stoughton Route, so executing Phase 1 will not increase the capital cost of the full build, yet it will accommodate rail service at least 8 years earlier than the full build.

Given that Phase 1 supports the overall Full Build of South Coast Rail without additional cost, along with the positive impact rail service will have on the economic development of the region, it is without hesitation that I support Phase 1 of the South Coast Rail project. Thank you for making this long sought transportation goal a reality.

Sincerely,

  
Kenneth Pyle,  
Executive Vice President

Cc: Jean Fox

139 South Main Street, Suite 400, Fall River, MA 02721-5306  
508.324.2620  
508.675.1497  
Fax: 508.677.2840

- not included on list of comments  
on Cert for DSEIR  
- same letter from Paul Medeiros  
JOBS for Fall River  
2/22/2018

RECEIVED

MAR 26 2018

MEPA

Patel, Purvi (EEA)

From: Deven Robitaille <deven@southcoastchamber.com>  
Sent: Thursday, March 22, 2018 9:16 AM  
To: Patel, Purvi (EEA)  
Subject: Rail to Boston Comments

This is a very important project!!!

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you.

Deven Q. Robitaille, MBA

Programs and Events Manager  
SouthCoast Chamber  
794 Purchase Street  
New Bedford, MA 02742  
P: (508) 999-5231 Ext. 103  
F: (508) 999-5237

E: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com)

[www.southcoastchamber.com](http://www.southcoastchamber.com)

Proudly Serving New Bedford and the Towns of the South Coast

[LinkedIn](#) [Facebook](#) [Twitter](#) [Business Directory](#)

**New email address: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com). The New Bedford Area Chamber of Commerce is excited to be doing business as the SouthCoast Chamber.**

51.01



## Patel, Purvi (EEA)

---

**From:** Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
**Sent:** Thursday, March 22, 2018 10:11 AM  
**To:** Patel, Purvi (EEA); Patel, Purvi (ENV) (purvi.patel@state.ma.us)  
**Subject:** FW: SouthCoast Rail Comments

Comment letter.

Jean C. Fox  
Project Manager, South Coast Rail  
MassDOT  
10 Park Plaza, Suite 4150  
857-368-8853  
857-600-8791 (cell)

---

**From:** Deven Robitaille [<mailto:deven@southcoastchamber.com>]  
**Sent:** Thursday, March 22, 2018 9:18 AM  
**To:** Fox, Jean (DOT)  
**Subject:** SouthCoast Rail Comments

The rail is extremely important to our Region!!

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

**Deven Q. Robitaille, MBA**  
Programs and Events **MANAGER**  
SouthCoast Chamber  
794 Purchase Street  
New Bedford, MA 02742  
P: (508) 999-5231 Ext. 103  
F: (508) 999-5237  
E: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com)  
[www.southcoastchamber.com](http://www.southcoastchamber.com)  
Proudly Serving New Bedford and the Towns of the South Coast  
[LinkedIn](#) [Facebook](#) [Twitter](#) [Business Directory](#)

**New email address: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com). The New Bedford Area Chamber of Commerce is excited to be doing business as the SouthCoast Chamber.**

## Patel, Purvi (EEA)

---

**From:** Anthony Sapienza <[arsapienza@outlook.com](mailto:arsapienza@outlook.com)>  
**Sent:** Thursday, March 22, 2018 4:59 PM  
**To:** Patel, Purvi (EEA)  
**Cc:** Fox, Jean (DOT)  
**Subject:** SouthCoast Rail

*Secretary Beaton:*

52.01 *The New Bedford Economic Development Council has been and continues to be a supporter of restoring commuter rail service to New Bedford, Fall River and the entire south coast. The Board of Directors has voted on numerous occasions to endorse the various proposals that have been put forth over the years. We heartily endorse the current approach to build the project in phases so that we can derive the economic benefits in the shortest window possible with the understanding that the full build approach remains the long term goal.*

*The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.*

*Thank you for your advocacy for this project.*

Anthony R. Sapienza  
Chair  
New Bedford Economic Development Council  
1312 Purchase St  
New Bedford, MA 02740



1313 Purchase Street  
2nd Floor  
New Bedford, MA 02740  
www.nbedc.org

March 22, 2018

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
ATTN: MEPA Office – Purvi Patel  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: EEA #14346 – South Coast Rail Draft Supplemental Environmental Impact Report

Dear Secretary Beaton:

On behalf of the Board of Directors and membership of the New Bedford Economic Development Council (NBEDC) I write to offer our strong support for the Draft Environmental Impact Report (DSEIR) in connection with Phase I of the South Coast Rail Project.

After decades of planning and waiting, advancing Phase I via the Middleborough Line is a vital first step forward in restoring commuter rail service from the South Coast to Boston. As proposed, Phase I provides a clear and manageable pathway for earlier service while the complexities of the Stoughton Electric preferred alternative are addressed. This phased approach will yield numerous and needed economic and environmental benefits to New Bedford and our region much sooner.

South Coast Rail has been studied and promised for many, many years, and at substantial taxpayer cost. The NBEDC has always championed these efforts, knowing the positive economic impacts returning serving will have on our targeted development districts near our nation leading port. Phase I is a solution that clearly offers tangible results that are effectively a “down payment” on full service with negligible environmental impact. Full service should also lead to fully developed TOD districts in New Bedford. While not part of the DSEIR, we are eager to see comprehensive planning for the TOD districts advance at the appropriate time, so there is strategic alignment with the waterfront planning work recently completed by the NBEDC and the City of New Bedford.

It is also our understanding that the entire right-of-way is owned by the Commonwealth and currently handles freight traffic. The improvements and upgrades for commuter service also benefit the freight carriers who must travel at sharply reduced speeds because of the current track conditions. Freight capacity could well expand simultaneous with the vital commuter rail connection, removing some of the truck traffic from our over-capacity roadways as well—a win-win for New Bedford and the region.

With Phase I, MassDOT and the MBTA will be able to build 56% of the track miles needed for the Stoughton preferred alternative. This approach is financially prudent since South Coast Rail requires the entire so-called “Southern Triangle” for both Phase I and the Stoughton route. The DSEIR states that the

only additional cost associated with Phase I are the Middleborough Secondary and the stations at Middleborough and Taunton.

New Bedford is part of a region that has long been underserved regarding rail service and the smart growth opportunities such service provides. This project has been studied since 1990 and with continued delay only comes increases in project cost and no advancement of the transportation network to the New Bedford Region. This project has been fully studied, is well planned, and has always had civic engagement as a central element to its advancement.

The NBEDC fully supports the DSEIR and Phase, and we urge you to roll the document over into a final report so that construction may begin as soon as possible.

Sincerely,

Anthony R. Sapienza  
President of NBEDC

**NBEDC Board of Directors**

Joseph Nauman, Vic-President  
David Slutz, Treasurer  
Carol Pimentel, Clerk  
Peter Selley, Loan Committee Chairman  
Helena DaSilva Hughes  
Elizabeth Isherwood  
John Vasconcellos  
Steven Kenyon



*IMMIGRANTS' ASSISTANCE CENTER, INC*

Patel, Purvi (EEA)

From: Helena DaSilva Hughes <helena.dasilva.hughes@gmail.com>  
Sent: Wednesday, March 21, 2018 12:02 PM  
To: Patel, Purvi (EEA)  
Subject: Fwd: Secretary Beaton  
Attachments: Secretary Matthew Beaton.pdf

March 21, 2018

Hello Secretary Beaton:

I would like to take this opportunity to ask for your support as the residents of Southeastern MA to keep rail moving and have a completion date of 2022 for completion and operation of Phase 1.

Attached please find my letter with additional comments.

Thank you.

Helena

--  
**Helena DaSilva Hughes**  
Executive Director | The Immigrants' Assistance Center, Inc.  
58 Crapo Street | New Bedford MA | 02740  
Office: (508) 996-8113  
Email: [helena.dasilva.hughes@gmail.com](mailto:helena.dasilva.hughes@gmail.com)

Find us at [our website](#), [FaceBook](#), [Twitter](#)

\*\*\*\*\*  
\*Only print this e-mail if necessary.  
This email and accompanying documents may contain information which is confidential or privileged, and is intended to be for the use of the individual or entity named in this email only. If you received this email in error, please notify us by telephone immediately and delete all information from your records. Thank you.

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

As the Executive Director of the Immigrants' Assistance Center, Inc. (IAC), an agency in New Bedford that provides social services to thousands of immigrants per year, I believe that the residents of Southeastern Massachusetts deserve commuter rail service to Boston.

53.01

This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. We need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involve to make this a reality for the residents of Southeastern Mass.

Thank you.

Sincerely,

Helena DaSilva Hughes  
Executive Director





## SOUTHEASTERN MASSACHUSETTS SER-JOBS FOR PROGRESS, INC.

164 BRIMFORD STREET • FALL RIVER, MASSACHUSETTS 02720 • TELEPHONE/TTY (508) 676-1916 • FAX (508) 676-2330  
E-MAIL: [admin@ser-jobs.com](mailto:admin@ser-jobs.com)

February 19, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing to express my unequivocal support for Phase I of the South Coast Rail project. As you know, the working idea of rail service to the South Coast region of the state is one that has existed for over twenty-five years, but has not come to fruition. I am thrilled to see that with Phase I, Fall River, Taunton and New Bedford will have rail service by 2022.

The positive effects rail service will have on the South Coast are immeasurable. From an economic development standpoint, rail service means that SouthCoast residents will have better access to employment opportunities in areas serviced by the commuter rail without having to move into those areas which are characterized by a higher cost of living.

Similarly, I believe that families from the metro-Boston area will choose to relocate to the SouthCoast for housing purposes and choose to continue to work in Boston so long as they are afforded a safe, affordable, efficient and reliable means of transportation to and from Boston. These families will invest in our cities and towns, generate new tax revenue, and bring with them more disposable income which will help local businesses as they experience the numerous cultural and lifestyle amenities offered in the SouthCoast.

As noted in the Draft Environmental Impact Report, Phase I will not increase the capital cost of the full build, yet it will accommodate rail service at least 8 years earlier than the full build. Due to this, along with the positive impact rail service will have on the economic development of the region, it is without hesitation that I support Phase I of the South Coast Rail project. Thank you for making this long sought transportation goal a reality.

Sincerely,

Maria Ferreira-Beard  
Executive Director

RECEIVED

FEB 23 2018

MEPA

Patel, Purvi (EEA)

From: Steven Higgins <[shiggins@iacil.org](mailto:shiggins@iacil.org)>  
Sent: Wednesday, March 21, 2018 11:57 AM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); Marc Pacheco; Tom Hoyer; [wshine@iacil.org](mailto:wshine@iacil.org)  
Subject: Southcoast rail DESIR opposition

Good morning Secretary Beaton,

I am writing on behalf of Independence Associates, Inc. & the Massachusetts Association of Centers for Independent Living.

Thank you for the opportunity to testify on Monday evening March 19, 2018 at the Martin Middle School in East Taunton MA in regards to the Southcoast Rail DSEIR.

Independence Associates, Inc. and the Massachusetts Association of Centers for Independent Living would like to provide the following.

Regardless of route chosen persons with disabilities must be included in the planning & development process. For years the disability community has been marginalized and many times left out of the process or brought in as an afterthought by the MBTA.

- 55.01 The new plans call for elevators in some locations IE: Taunton. The MBTA has done a poor job in maintaining elevators, escalators and other mobility access devices like that in the past. This affects the ability of persons with disabilities to rely on full access to work, world class healthcare, and freedoms our non-disabled brothers and sisters enjoy to participate fully in society if we are unable to depend on the infrastructure put in place. This is a Civil Rights concern.
- 55.02 All accessible routes to platforms must be well maintained and free of barriers even in the future. This includes the sidewalks, and other modes of public transportation to access the stations.
- 55.03 From a Civil Rights perspective, Bypassing the Stoughton route creates hardship for a significant population of persons in the greater Taunton area. This is not addressed appropriately in the plan. The plan is a plan which should and must benefit all persons living in Southeastern Massachusetts regardless of age, cultural diversity, or disability. Taunton is one of its largest and culturally diverse communities. The current plan avoids this critically sensitive issue. We would be opposed to any plan which does not take this into consideration.

If you have any questions or concerns in regards to this testimony please do not hesitate to reach out to me. Our message has not changed from day one. From a civil rights perspective all persons must have equal access to reliable state of the art public transportation.

A written copy of this testimony will be sent today,

Steven S. Higgins, Executive Director





Independence Associates, Inc.  
100 Laurel St.  
Suite 122  
East Bridgewater, MA 02333  
508-583-2166 ext 113  
[shiggins@iacil.org](mailto:shiggins@iacil.org)

Independence Associates, Inc. is a scent free workplace. To accommodate full participation, Consumers, Staff, Volunteers, Community Partners and Business Partners must refrain from wearing any heavy deodorants or perfumes when visiting or working in our office.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.



March 21, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge St, Suite 900  
Boston MA 02114

Dear Secretary Beaton,

I am writing on behalf of Independence Associates, Inc. & the Massachusetts Association of Centers for Independent Living.

Thank you for the opportunity to testify on Monday evening March 19, 2018 at the Martin Middle School in East Taunton MA in regards to the Southcoast Rail DSEIR.

Independence Associates, Inc. and the Massachusetts Association of Centers for Independent Living would like to provide the following.

Regardless of route chosen persons with disabilities must be included in the planning & development process. For years the disability community has been marginalized and many times left out of the process or brought in as an afterthought by the MBTA.

The new plans call for elevators in some locations IE: Taunton. The MBTA has done a poor job in maintaining elevators, escalators and other mobility access devices like that in the past. This affects the ability of persons with disabilities to rely on full access to work, world class healthcare, and freedoms our non-disabled brothers and sisters enjoy to participate fully in society if we are unable to depend on the infrastructure put in place. This is a Civil Rights concern.

All accessible routes to platforms must be well maintained and free of barriers even in the future. This includes the sidewalks, and other modes of public transportation to access the stations.

From a Civil Rights perspective, bypassing the Stoughton route creates hardship for a significant population of persons in the greater Taunton area. This is not addressed appropriately in the plan. The plan is a plan which should and must benefit all persons living in Southeastern Massachusetts regardless of age, cultural diversity, or disability. Taunton is one of its largest and culturally diverse communities. The current plan avoids this critically sensitive issue. We would be opposed to any plan which does not take this into consideration.

If you have any questions or concerns in regards to this testimony please do not hesitate to reach out to me. Our message has not changed from day one. From a civil rights perspective all persons must have equal access to reliable state of the art public transportation.

# Independence IA Associates

a center for independent living

Sincerely,



Steven S. Higgins, Executive Director

Independence Associates, Inc.

100 Laurel St.

Suite 122

East Bridgewater, MA 02333

508-583-2166 ext 113

[shiggins@iacil.org](mailto:shiggins@iacil.org)

CC: Jean Fox, Mass DOT  
Senator Marc Pacheco  
Mayor Tom Hoyer  
William Shine, Community Advocate  
Board of Directors

Comment #	Commenter	Comment	Response
1.01	USACE	P. 1-11 (Ch. 1.9) The Corps notes that securing permits by September 2018 is an ambitious schedule considering the complexities of the Individual Standard Permit process.	The Schedule has been revised to allow more review time of permits.
1.02	USACE	P. 2-4 (Ch. 2.1) The Corps notes that the overall project purpose is met through construction of the Stoughton Electric option and was predicated on the full build project as originally proposed. The Phase 1 project is primarily intended to expedite limited service to the south coast while the full build proceeds.	Correct.
1.03	USACE	P. 2-50 (Table 2-5) We are curious as to the feasibility and average trip times of at least 2 express trains (one serving New Bedford; the other, Fall River) in each direction.	MassDOT will continue to refine the schedule and operations for Phase 1 SCR. This will include investigating the feasibility of express trains and skip stops to provide shorter travel times to Southeastern Massachusetts.
1.04	USACE	P. 2-56 (Ch. 2.6.7: Stations) What short- and long-term effects will the planned expansion of South Station have on Phase I? On full build?	The South Station Expansion (SSX) Project will add seven new platform tracks, as well as increasing the length of some platform tracks. These improvements will provide operational benefits in terms of terminal capacity and flexibility for South Station MBTA and Amtrak operations. The SSX Project made accommodations for the SCR Full Build operating plan in its design. SCR Phase I does not anticipate or require the SSX Project to be in place prior to implementation. For additional information on the SSX Project, see <a href="https://www.massdot.state.ma.us/southstationexpansion/Home.aspx">https://www.massdot.state.ma.us/southstationexpansion/Home.aspx</a>
1.06	USACE	P. 3-11 (Ch. 3.3.4: Freetown Station) What are the ridership implications of losing 73 parking spaces here under the Phase I scenario? Under the full build scenario?	Ridership projections for Phase 1 and for the Full Build were modeled in the DSEIR using more up-to-date information than was available in the FEIS/R. The proposed Freetown Station data reflects the demand anticipated for parking (and does not include a percentage of passengers who are anticipated to be dropped off at stations). Therefore, overall ridership for the Full Build is slightly below previous estimates.
1.07	USACE	P. 5-35 (Ch. 5.5.2: Taunton Traffic) On p. 5-28, The DSEIR acknowledges state plans to reconstruct the MA-24/MA-140 interchange. Are Taunton traffic projections based on current conditions, or the proposed rebuild, and what are implications of the rebuild for access to the proposed East Taunton station?	The No Build and Build traffic models include the proposed interchange reconstruction.
1.08	USACE	P. 8-58 (8.2.5: Mitigation) The Application will need to include a stand-alone wetland mitigation plan that complies with Corps of Engineers New England District Monitoring timeline and schedules, unless the Corps-approved In-lieu-fee program becomes the sole form of federal wetland mitigation. The mitigation plan must be compatible with Corps mitigation guidance	The \$404 application will have a standalone mitigation plan and will be developed in compliance with the Army Corps of Engineers' timelines and schedules. Wetland mitigation will consist of replication areas as proposed under the Wetlands Protection Act at an impact-to-replacement ratio of 1:1, and an in-lieu fee will be provided to cover additional mitigation required by the Corps' mitigation guidance.
1.09	USACE	P. 9-13 (9.2.1: Biodiversity – Other Areas of Biodiversity Importance) Atlantic white cedar swamps also occur within the southern triangle, particularly near Myrick's Jct., the Mass Audubon owned and managed Assonet Cedar Swamp, and Acushnet Cedar Swamp. The Corps notes that Atlantic white cedar wetlands can be extremely vulnerable to even slight changes in water table elevations and/or flow regimes. Notwithstanding the condition and/or operational status of existing culverts under the railroad tracks within or near these resources, the Corps will want to ensure that these culvert replacements and/or construction activities within or proximal thereto will not in any way compromise or harm the narrow hydrology ranges upon which these resources depend. Accordingly, the Corps will ensure that Mass Audubon and/or other pertinent organizations (private or governmental) that manage these sensitive resources are provided with public notices and/or other notifications, concerning said resources in the vicinity of rail/infrastructure activities, whether apportioned among "state-of-good repair," Phase 1, or full build activities associated with South Coast Rail. Corps authorizations in this regard will include consideration of those parties' comments concerning project impacts on said sensitive aquatic resources.	The Project is being designed to maintain flows as they exist today to the extent possible. Where culverts are being upsized to meet hydrology or stream crossing standards, the flow regimes both up and downstream are modeled to confirm that there will not be any adverse impacts off-site. Survey has been completed to establish the inverts at existing culverts, which are matched in the proposed design. No major changes to base hydrology in adjacent wetland resources or flood elevations are anticipated.
1.10	USACE	PP. 9-31 – 9-46 (Figure 9-4) The Corps is pleased to see proposed wildlife crossings on the sheets as presented here, but it is at least somewhat unclear as to the placements as proposed, and for what taxa (e.g., turtles, salamanders, or other wildlife). We also note instances in which crossings are found near some particular mapped resource types (e.g., shrub swamp; wooded swamp deciduous), but appear to be lacking in others where they would seemingly make sense (e.g., vernal pools on opposite sides of the track on pp. 4 and 5 of 7). The Corps would also be interested in monitoring studies that assess wildlife crossings before and after such structures are installed, to determine their overall efficacy in ameliorating barriers that currently result in metapopulations confined to opposite sides of the track and which likely currently impact biodiversity.	The locations of wildlife crossings were developed in consultation with NHESP. They were chosen to improve habitat connectivity for state-listed turtles and salamanders within mapped Priority Habitat polygons, as well as within other locations identified by NHESP as areas of high wildlife value. MassDOT would be happy to coordinate with USACE to identify additional locations along these active rail lines where wildlife crossings could reduce the barrier effect of the rail. MassDOT has offered to provide these crossings to enhance wildlife habitat, and they are mitigation for any new project-related wildlife habitat fragmentation. The type of long-term populations studies suggested by the USACE are beyond the scope of this project, although we agree that such investigations would be appropriate topics for scientific study by others.

Comment #	Commenter	Comment	Response
1.11	USACE	P. 9-52 (Mitigation Measures) The Corps Project Manager (and possibly other Corps and partner agency staff) would appreciate an opportunity to observe these structures in the field. Have any tracking studies been completed to determine their efficacy?	The proposed crossings are modeled after those used on the Greenbush Line and other wildlife crossings on rail lines in other locations. MBTA conducted telemetry tracking studies of spotted turtles as part of the mitigation commitments on the Greenbush Line. These studies, and data from other rail lines in New England, showed that turtles were successfully crossing the rail line from one side to the other.
1.12	USACE	P. 9-54 (MA Endangered Species Act) The Corps is surprised by this finding, as we do not see obvious evidence that construction techniques and/or timing cannot be adequately refined so as to avoid such a take. Further, the statements throughout the document that proper turtle crossings would be installed leads us to believe that rebuilding of the Middleborough Secondary (and Southern Triangle) are more likely to result in net enhancement (not compromise) of turtle habitat and/or migration corridors. While the Corps defers to NHESP regarding the need for a (State) Conservation and Management Permit, we are curious as to the reasons why MassDOT has concluded that a “take” is a likely outcome.	NHESP has determined that the loss of natural vegetation within the limits of work, when within mapped habitat of Eastern box turtle, will result in a loss of habitat and therefore is considered a “take” under MESA. In the agency’s MESA Determination (March 22, 2018), NHESP stated, “Based on the information provided and the information contained in our database, the Division has determined that this portion of the Project, as proposed, will result in a Take (321 CMR 10.18 (2)(b)) of the Eastern Box Turtle due to the permanent loss of suitable habitat and interference with the feeding, breeding, nesting and migratory activities of this species. ”
1.13	USACE	P. 10-13 (Section 10.2.3, Existing Vibration Measurements) What is the current freight velocity and concomitant noise/vibration on the Middleborough Secondary in its current condition and how would this compare to diesel passenger trains on the proposed continuously-welded track? Would track updates be expected to result in higher freight velocities leading to higher noise?	Please see DSEIR Chapter 10, Table 10-1, for existing noise measurement results at sensitive receptors along the Middleborough Secondary. Project-related noise and vibration impacts are described in Sections 10.4.1. and 10.4.2. The existing Middleborough Secondary track is continuously welded rail on timber ties. Trains operating on continuously welded rail typically produces quieter sound levels and less vibration than jointed rail. More detailed vibration data will be available during the advanced engineering phase of the project to verify the need for vibration mitigation and to implement effective solutions.
1.14	USACE	P. 10-13 (Section 10.2.3, Existing Vibration Measurements) What are the implications to noise/vibration and associated disturbance to residents of the proposed switching of operational timeframes of freight to night-time rather than current daytime operations?	The SCR Phase 1 passenger service will not have a substantial effect on freight operations. There are large gaps or windows between passenger trains for freight trains to do their work. Further, the infrastructure has been set up to the greatest extent possible to maximize double track and to support the coexistence of passenger and freight operations.
1.15	USACE	PP. 11-6 (11.2.2 Middleborough Secondary Right-of-Way) The Corps cannot find rationale for such sites being included within the Area of Potential Effects. Pursuant to our regulations at Appendix C to 33 CFR 325, we believe impacts to archaeological sites would be limited solely to areas where fill, culvert and/or new RR infrastructure would be installed (i.e., the Corps “Permit Area”).	The “three dozen other pre-contact archaeological sites recorded within one-half mile radius of the railroad ROW” were provided for context only. We did not intend to imply that these sites are within the ROW and the Project APE.
1.16	USACE	P. 11-11 (11.3.2 Archaeological Resources) The Corps will be checking with Tribal Historic Preservation Officers and staff as to the veracity of this statement; MassDOT should not in the meantime assume that the Corps concurs with this statement until the subject Programmatic Agreement is signed and the §106 process is complete.	Duly noted, we understand that the Section 106 process is ongoing and that the archaeological sensitivity assessments are subject to ongoing review by the consulting parties.
1.17	USACE	P. 11-20 (11.5.3.1 Historic Resources – Visual Screening) Notwithstanding “original construction,” the railroad today is operating modern freight trains (not 19th-Century era coal-fired steam engines), and it thus seems that this would be the relevant (contemporary) context for measuring impacts (i.e., of the change from freight to commuter trains) on historic resources, which the Corps would likely find to be small, if even measurable.	The referenced text in the DSEIR is consistent with the 2013 FEIS/FEIR pp. 4-84 to 4-85. As an active rail line, the impacts of train operations would be incremental; however, the increased frequency and number of train pass-bys should be considered when assessing impacts.
1.18	USACE	P. 13-5 (13.2 Indirect Effects) This statement is confusing in that it addresses “new” development opportunities, and seems to imply that such opportunities exist today at the existing station, and would simply shift to the new station, once built. However, it does not address existing businesses (if any) adjacent to the existing station, or how moving the station might affect same. If (for example) existing retail outlets currently rely on business from commuters parking at the existing station, what becomes of those existing businesses once the station moves? Would they be expected to simply move also? The NEPA document for Phase 1 will need to at least generically address such economic impacts.	There are currently no businesses at or adjacent to the Middleborough/Lakeville Station. “New” in the referenced statement indicates new potential impacts not previously studied.
1.19	USACE	P. 14-10 (14.4.5 Climate Change) Since the full-build would use electric locomotives, whereas Phase 1 would use diesel, it appears that this emergency scenario would be more complex than simply switching the route traveled on a temporary basis. Is this indeed feasible, particularly on a short-term basis?	Utilizing the Middleborough alignment during extreme flooding events when the Full Build is completed would require train sets operating on the Middleborough Main Line to again extend service to the South Coast. This would not be a complex shift between energy sources as diesel trains would already be operating on this line. It would, however, necessitate a schedule similar to that of Phase 1 to be undertaken during the event, as the number of trains operating as part of the Full Build scenario could not be accommodated on the Middleborough alignment. Additional capacity (bi-level coaches or additional coaches) could be added to the trainsets to accommodate passenger demand.



Comment #	Commenter	Comment	Response
2.01	MassDEP	MassDEP recommends that MassDOT periodically review the MassDEP BWSC Waste Sites/Reportable Release Lookup to maintain a current list.	MassDOT will continue to review this website through design and construction.
2.02	MassDEP	Some of these sites may be at locations that MassDOT might conduct work related to this Project and if contaminated soil and groundwater is encountered during activities related to this Project a release Abatement Measure (RAM) Plan may need to be submitted. If the work is conducted within an area with an Activity and Use Limitation (AUL) the requirements of the AUL will need to be complied with unless modified pursuant to the MCP with by a Licensed Site Professional (LSP)	MassDOT will employ an LSP during construction to ensure that all requirements of the MCP are adhered to, including AUL requirements.
2.03	MassDEP	The Project Proponent is advised that if oil and/or hazardous materials are identified during the implementation of this Project, notification pursuant to the MCP may be necessary. A LSP should be retained to determine if notification is required, and render appropriate opinions as necessary. The LSP may evaluate whether risk reduction measures are necessary if contamination is present.	MassDOT will conduct all construction activities and reporting in compliance with the MCP. An LSP will be retained as part of the construction phase compliance team.
2.04	MassDEP	MassDOT indicated in the DSEIR that a soils plan will be prepared at a later date. MassDEP reminds the Proponent that this plan needs to be completed prior to implementation of this Project.	MassDOT will continue to work with MassDEP Southeast Region Office (SERO) through the Special Project Designation to complete and implement the soils plan for Phase 1.
2.05	MassDEP	MassDEP encourages MassDOT to pursue the latest locomotive technology and create a future fleet plan that effectively removes locomotives with poor air quality emissions as soon as feasible to maximize reduction of air pollutants.	MassDOT and the MBTA are developing a long term procurement program that will phase in cleaner locomotives as part of the overall fleet planning for the commuter rail system.
2.06	MassDEP	MassDOT should also consider the use of canopy solar installations at those stations with daily parking as an additional GHG reduction measure.	Solar power will be considered during design of the station canopies and parking areas.
2.07	MassDEP	MassDEP reminds MassDOT that construction and demolition activity must conform to current Massachusetts Air Pollution Control regulations governing nuisance conditions at 310 CMR 7.01, 7.09 and 7.10 and not cause or contribute to a condition of air pollution due to dust, odor or noise. As such, the Proponent should propose measures to prevent and minimize dust, noise, and odor nuisance conditions, which may occur during the demolition.	MassDOT will incorporate requirements for dust, noise and odor controls into the contract documents to comply with Massachusetts' governing regulations.
2.08	MassDEP	MassDEP requests that MassDOT strive to use non-road diesel equipment rated 50 horsepower or greater that meets EPA's Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or DEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs).	MassDOT is a participant in the MassCleanDiesel Program established by MassDEP. MassDOT's specifications include requirements to achieve documentable diesel emission reductions that result in beneficial air quality improvements to construction workers and the general public through the retrofit of diesel-powered non-road construction equipment.
2.09	MassDEP	MassDEP reminds MassDOT that while the FTA guidelines may be better suited to evaluate potential Project-related noise impacts and suitable mitigation measures, this does not preclude MassDOT from complying with the MassDEP Noise Policy, or local noise bylaws, as applicable, upon operation of rail service.	MassDOT will comply with the requirements of the MassDEP noise policy as they relate to mobile operations of rail service.
2.10	MassDEP	The SFEIR should clarify how the noise and vibration analyses considered the potential shift of freight operations along the Phase 1 rail corridor from daytime to nighttime use, given the anticipated reduced existing conditions background noise near sensitive receptors during that time period.	The frequency of service for Phase 1 operations will not require a shift of freight service to nighttime hours. Freight movements can be accomplished during daytime hours.
2.11	MassDEP	As noted in the DSEIR, if vibration levels exceed FTA criteria, the results will indicate what vibration mitigation is necessary (e.g., resilient rail fasteners, ballast mats, etc.) and how it should be designed/specified to effectively reduce vibration. It is unclear in the DSEIR the timeline for completion of such study and how it will inform anticipated State permitting requirements.	The detailed vibration analysis will take place during the final design process. Vibration mats and rail fasteners will be incorporated into the design plans as indicated in DSEIR Chapter 10, Section 10.5.
2.12	MassDEP	It is likely that measures to mitigate vibration and/or noise may impact wetlands or other regulated areas, particularly, a potential increase in wetland resource area impacts requiring a Variance. The FSEIR should discuss how these noise and vibration mitigation measures will be identified and incorporated into local, state and federal permitting processes.	Noise walls are the most likely structural mitigation measure that may impact wetlands. The locations of the potential walls have been reviewed as part of the wetland permitting process and are not anticipated to increase wetland impacts.

Comment #	Commenter	Comment	Response
2.13	MassDEP	MassDEP feels that discussion of these items in the DSEIR was sufficient but reminds the Proponent that it is important that the Project Proponent continues to keep impacted EJ communities informed of the Project as it proceeds. The Project proponent should also consider language barriers, where applicable, as well as English isolation issues. Please also note that a community only needs to meet one of the EJ criteria to qualify as an EJ community.	MassDOT regularly translates project materials into Portuguese and Spanish and will continue to provide these services through final design and construction. The Project Team also works with communities to promote successful outreach.
2.14	MassDEP	It is imperative that the Project Proponent make impacted communities aware of any unexpected outcomes and delays to its construction schedule via public outreach, i.e., public notices, public meetings, and also through the translation of pertinent documents into Spanish and Portuguese. MassDOT has conducted public outreach for this Project that should continue through the SCR Project's completion.	MassDOT will be developing a formal plan for notice, communication and complaints during construction. The website will provide regular updates. Kickoff meetings will be held before work starts in each region.
2.15	MassDEP	MassDEP reminds the Proponent that an EJ community does not have to be disproportionately impacted before we provide assistance; an EJ community only has to be impacted. Though EJ communities are not disproportionately adversely impacted by this Project, the Proponent should take measures to minimize impacts to EJ communities as much as is feasible.	MassDOT will continue to work to inform EJ communities of anticipated project impacts. Where construction impacts are anticipated, these will be communicated (and translated) as early as possible.
2.16	MassDEP	Page 8-76 contains a statement that the Nemasket River flows south to Assawompsett Pond in Taunton. This is incorrect. If this were correct the Nemasket River would be surrounded by a Zone A Water Supply Protection Zone. Assawompsett Pond is located in Lakeville and Middleboro and water exits the Pond into the Nemasket River that flows into the Taunton River.	This clarification is noted and will be corrected in future permit applications.
3.01	DFW	Based on a review of information submitted to the Division, the Division anticipates that the Project, as proposed, will likely not result in a prohibited Take of Long's Bulrush or Pine Barrens Bluet, but will likely need to be conditioned in order to avoid a prohibited Take (321 CMR 10.18 (2)(a)) of Three-angled Spike-sedge and Plymouth Gentian. Conditions may include, but may not be limited to, (a) delineating and avoiding state-listed plants during construction; and (b) implementing Division-approved vegetation and invasive species management plans within areas where state-listed plants are known to occur.	MassDOT will continue to work with the Division of Fish and Wildlife to ensure that adequate protections are in place during construction to avoid impacts to these species. All conditions will be incorporated into construction documents and will be monitored during all phases of construction.
3.02	DFW	The Division previously confirmed that the South Coast Rail Project will likely result in a Take of the Eastern Box Turtle (321 CMR 10.18 (2)(b)). As the Middleborough Secondary represents a phase of a larger common project or scheme (321 CMR 10.16), and as Phase 1 of the Project will collectively result in the loss of ±7.1 acres of suitable upland and wetland habitats, the Division anticipates that a Conservation and Management Permit (CMP; 321 CMR 10.23) authorizing the Take of Eastern Box Turtle will be required in order for the Middleborough Secondary to proceed.	MassDOT is working with the Division of Fish and Wildlife to develop a Conservation Management Plan to address impacts to Eastern Box Turtle habitat.
4.01	MHC	The MHC looks forward to reviewing the draft technical archaeological reconnaissance report for Phase I.	MassDOT thanks you for your comment and looks forward to working with MHC through the Section 106 process.
4.02	MHC	The MHC looks forward to reviewing the revised Programmatic Agreements (PAs) that incorporate the MHC's August 5, 2015 comments for the Phase I and Full Build project aspects. The Corps' findings and determinations regarding potential effects, recommendations for additional archaeological survey, scaled existing and proposed conditions project plans at the 30% design phase, and draft Cultural Resources Management Plans, should be submitted to the MHC for review and comment as they are developed.	MassDOT thanks you for your comment and looks forward to working with MHC through the Section 106 process.
5.01	DMF	Avoidance of in-water work during spring diadromous fish migration and juvenile river herring fall emigrations is the preferred approach to minimizing impacts to these resources. A summary table outlining water crossings, existing diadromous fish species, and recommended time of year (TOY) avoidance periods is provided below (Table 1).	MassDOT will adhere to time of year restrictions as required at waterway crossings and all permit conditions and restrictions will be incorporated into construction documents.

Comment #	Commenter	Comment	Response
5.02	DMF	In-water work may proceed within the TOY restriction periods outlined in Table 1 if conducted behind cofferdams and cofferdam installation and removal can be staged to occur outside of the site TOY period(s).	We will incorporate these provisions into the construction documents.
5.03	DMF	Stream flow should be maintained during all in-water work to maintain habitat connectivity and fish passage. A gravity-fed water control device is recommended over bypass pumps and other alternatives.	All permit conditions and restrictions will be incorporated into construction documents.
6.01	Rep Cabral	I write to express my support for the following investments as a part of Phase I of the South Coast Rail Project. As I have maintained, a single-seat, direct rail transit route from New Bedford to Boston is necessary for the economic growth in New Bedford and the South Coast. This is not merely a luxury. If our region is to prosper in the 21st Century economy we must be connected by rail to major hubs, in particular Boston.	MassDOT thanks you for your support.
6.02	Rep Cabral	We should include an express trip to and from New Bedford to Boston during peak travel periods. One cannot accurately measure rider demand without a true express option. A route with stop-overs and longer, circuitous routes might discourage regular use. As we've seen in other Massachusetts lines, reduced travel time will incentivize ridership.	MassDOT is continuing to refine the operations schedule for Phase 1 to reduce trip times and will consider incorporating skip stops or express service.
6.03	Rep Cabral	New Bedford needs a multi-modal station at Whale's Tooth. Not only will a multi-modal station guarantee accessibility to all passengers, countless surveys and studies have determined this-and not a simple rail platform-to be the best land use option.	MassDOT acknowledges the potential for multimodal connections at Whale's Tooth and will continue to work with the City to develop concepts that may be beneficial. To meet the operations schedule of 2022, Whale's Tooth will be advanced as a commuter rail parking lot, and will include a pedestrian bridge, without precluding future modifications to allow for multimodal use, as the City and MassDOT continue to work together to develop possibilities for shared uses at this location.
7.01	Rep Fernandes	The proposed South Coast Rail project will provide vital transportation to Southeastern Massachusetts that will greatly impact the region's economy. As State Representative for Barnstable, Dukes, and Nantucket Counties, I urge you to move forward with the Middleboro route for the proposed South Coast Rail Project, as recommended in the Draft Supplemental Environmental Impact Report.	MassDOT thanks you for your support.
7.02	Rep Fernandes	As a Representative for the Cape and Islands, I also envision a future where our region connects with the Middleboro line. Rail service to our region could boost our economy, afford residents from the Cape and Islands easier access to the greater Boston area, and alleviate some of the Cape's notorious traffic problems.	As part of a separate study, increased service to Cape Cod will be studied and modeled from an operations and infrastructure perspective to determine demand and frequency of service.
8.01	Rep Fiola	I would like to add my continued unequivocal support for Phase 1, the Middleborough route while continuing to support the original preferred route through Stoughton.	MassDOT thanks you for your support.
9.01	Rep Gifford	Thank you for the opportunity to express my support for South Coast Rail, Phase 1, as outlined in the Draft Supplemental Environmental Impact Report.	MassDOT thanks you for your support.
10.01	Rep Koczera	I support this initiative and hope the FEIR will incorporate the concerns that follow.	MassDOT thanks you for your support.
10.02	Rep Koczera	Further consideration must be given to expressing the passenger service to shorten the 91-minute commute. I propose alternating stops at stations along the route to reduce the time of the commute to have the desirous result of increasing ridership levels from the South Coast.	MassDOT is continuing to refine the operations schedule for Phase 1 to reduce trip times and will consider incorporating skip stops or express service.
10.03	Rep Koczera	Another very important concern that would enhance safety and mitigate traffic impacts is to construct an underpass at King's Highway in New Bedford. A grade crossing at this location is problematic; it will add to traffic congestion and result in unmanageable backups	This location was included in the Traffic analysis conducted during the prior MEPA process. The time of closure and frequency of trains at the Tarkiln Hill Road/Kings Highway grade crossing are not anticipated to result in significant traffic impacts.
10.04	Rep Koczera	I support the incorporation of a multimodal station at the Whale's Tooth location offering regional transportation links, which connects the station to downtown and the Hick Logan neighborhood. Such a facility would make passenger rail service accessible to more people.	MassDOT acknowledges the potential for multimodal connections at Whale's Tooth and will continue to work with the City to develop concepts that may be beneficial. To meet the operations schedule of 2022, Whale's Tooth will be advanced as a commuter rail parking lot, and will include a pedestrian bridge, without precluding future modifications to allow for multimodal use, as the City and MassDOT continue to work together to develop possibilities for shared uses at this location.

Comment #	Commenter	Comment	Response
11.01	Rep Markey	There are a great number of benefits to providing rail service to the South Coast, and I believe that the Phase I plan for the SCR will enable these benefits to be realized. Not only will this plan save the Commonwealth money, it will enable its citizens on the South Coast access to affordable, convenient transportation in a much more timely manner than the Full Build could. It is with this in mind that I fully support the plan to move ahead with Phase 1.	MassDOT thanks you for your support.
12.01	Rep Orrall	I respectfully suggest that the option of Pilgrim Junction Service Option 1 (Section 2.4.2), keeping the Lakeville station instead of a new Pilgrim Junction station, has not been fully explored. It provides a one seat ride, has no impact to existing Middleborough-Lakeville riders, does not require wetland variances, and would provide service by 2022. I would suggest that this alternative has less of an environmental impact than the proposed Pilgrim Junction station. It is not clear to me how it was determined that this alternative should be dismissed. The comments included in the DSEIR to dismiss this alternative do not sufficiently answer what criteria and regulations were used to deem that a change of direction "would require at least 15 minutes of additional time to accommodate required operational and safety requirements." I would suggest that the operational requirements for this service option be clearly delineated. I also suggest that if there are safety regulations that would prohibit this option that they be stated as well. It is not clear to me what specific regulations are being used and whether there are potential exemptions.	Reversing the train requires additional time for signal system route establishment (time-outs) and a member of the train crew to be positioned at the opposite end of the train from the engineer to look out for obstructions, pedestrians and general safety conditions, and to conduct the required Class II brake tests. Fifteen minutes has been scheduled to support this operation. This reverse move would impact all passengers using the service from the South Coast Study Area. This would impact the customer experience, and would result in lower ridership for the Phase 1 service. A reverse move to access the existing station creates the longest travel time for New Bedford/Fall River riders (105+ minutes) of the Pilgrim Junction service options considered in the DSEIR.
12.02	Rep Orrall	In addition, I believe in order to determine that this is not the option of least environmental impact, a detailed analysis of the computer modeling and advanced scheduling needs to be considered. It is not clear to me what effort was made to do scheduling changes to determine if this was a viable alternative. The potential for making up time with scheduling changes is not noted. We do not know what or if any alternative scheduling was explored.	Computer modeling of the proposed operations was used to help develop the proposed schedule and ridership projections. Longer trip times are noted to reduce ridership, so even a 15 minute delay each way can reduce demand on a trip that is already projected to take 90 minutes.
12.03	Rep Orrall	There is also little reference to what happens to the Lakeville station if the project moves forward with the new Pilgrim Junction station. The reuse and development of this station needs to also be considered for potential environmental impacts.	MassDOT will continue to work with Lakeville to determine the disposition of the station and potential for enhanced Transit Oriented Development at this location.
12.04	Rep Orrall	On the Pilgrim Junction Service Option 3 -One seat ride via New Middleborough Station, I want to express my concerns regarding the potential traffic impacts to this area. While the DSEIR indicates that there are no detrimental impacts, I respectfully request that the intersections of Route 105 and I-495 be further evaluated for improvements that would increase economic development	Intersection improvements proposed to help mitigate existing deficiencies within the Pilgrim Junction Station study area are described in DSEIR Chapter 5, Section 5.6.
12.05	Rep Orrall	It also needs to be clear that the traffic mitigation will be fully provided for the Route 105 and Route 28 intersection as well as an area of concern on Route 28 near the school and Hannaford's supermarket. This area is near the Route 105 and Route 28 intersection and has had a history of accidents and traffic issues. This area on Route 28 needs to be examined for potential impacts with a Pilgrim Junction citing and fully mitigated for improvements.	The MassDOT district office is undertaking a roadway safety audit at this intersection. Middleborough officials will be part of the planning process to determine what modifications are possible for this location to improve safety.
12.06	Rep Orrall	The potential for economic development with this alternative route needs to be fully explored and explained in the communities of Lakeville, Middleborough, Berkley, and East Taunton. Officials need to be made aware of grant opportunities and state agencies that may be helpful in the event that Phase One of South Coast Rail moves forward.	We agree. Working with the communities along the Middleborough Secondary alignment will continue as the design advances to be sure their concerns are understood and they understand potential grant opportunities.
13.01	Rep Schmid	I write to voice strong support and advocacy of the Massachusetts Department of Transportation's South Coast Rail Phase Approach, as detailed and studied in the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR).	MassDOT thanks you for your support.



Comment #	Commenter	Comment	Response
14.01	Rep Silvia	I am writing in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outlined in the South Coast Rail Draft Supplemental Environmental Impact Statement.	MassDOT thanks you for your support.
15.01	Rep Strauss	I am writing to express my strong support for the proposed Phase 1 service route through Middleborough as part of the South Coast Rail (SCR) Project as described and more thoroughly assessed in the DSEIR; I urge you to issue findings pursuant to MEP A regulation section 11.08(8)(b) that deem and treat the draft SEIR as a final SEIR going forward.	MassDOT thanks you for your support.
16.01	Sen Boncore	I write in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outline in the South Coast Rail Draft Supplemental Environmental Impact Statement.	MassDOT thanks you for your support.
17.01	Sen Menard	This project is essential to the South Coast. I understand we must do a phased approach.	MassDOT thanks you for your support.
18.01	Sen Montigny	First, the DSEIR puts forth a proposed schedule of trains travelling to and from New Bedford each day. While this establishes a baseline, hardworking taxpayers in my district deserve more than a few peak trains that constitute a ride time of 90 minutes or more. Reducing this time or creating an express train from new Bedford to South Station could increase ridership and help remove vehicles from our congested highways.	Reducing trip times could encourage more ridership and MassDOT is continuing to refine the operations schedule for Phase 1 to do exactly that. Reduced trip times could also be achieved through incorporating skip stops or express service. MassDOT will work with MBTA operations to determine the potential for implementation of these measures.
18.02	Sen Montigny	Third, I implore the administration to take this opportunity to review a multimodal station at the Whale's Tooth location. This will provide an accessible transportation hub connecting downtown New Bedford to its waterfront and surrounding neighborhoods.	MassDOT acknowledges the potential for multimodal connections at Whale's Tooth and will continue to work with the City to develop concepts that may be beneficial. To meet the operations schedule of 2022, Whale's Tooth will be advanced as a commuter rail parking lot, and will include a pedestrian bridge, without precluding future modifications to allow for multimodal use, as the City and MassDOT continue to work together to develop possibilities for shared uses at this location.
19.01	Sen Pacheco	Environmental, social and economic justice issues will go unmet if there is no legal guarantee that Phase II, Stoughton Preferred will be completed. Taunton, New Bedford and Fall River are the only three Gateway cities within 50 miles of Boston without rail service. phase 1 will bring rail to the downtowns of both Fall River and New Bedford, however, not downtown Taunton. Our community residents will be provided with transportation via a shuttle bus from downtown to a station that is to be located on the outskirts of the City. Where is the equity and economic justice in that?	The Administration is committed to advancing the design and permitting of the Full Build Project.
19.02	Sen Pacheco	While the report indicates that the relocation and construction of the Middleborough train station will have no additional negative traffic or community impact I totally disagree, as do the town officials who were not consulted on the Phase 1 plan. The Middleborough Rotary will be further impacted by Phase 1; the full reconstruction rotary plan, with flyover, should move forward as originally approved by DOT, as mitigation for the station relocation.	The provision of a new station at Pilgrim Junction near the I-495 Exit 4 interchange is not anticipated to have a negative effect on rotary traffic. MassDOT has met with Middleborough town officials and held public information meetings numerous times during the design and development process, starting in 2016, and will continue to work with the Town of Middleborough to understand and address local concerns as they relate to the South Coast Rail Project. Additional infrastructure projects outside the scope of SCR will be addressed separately.
20.01	Sen Pacheco 2	What guarantees are in place that the administration will complete both phases of the South Coast Rail project?	The Administration is committed to advancing the design and permitting of the Full Build Project.
20.02	Sen Pacheco 2	Are there any processes in place that will bind the administration to completing the second phase of the South Coast Rail project?	The Administration is committed to advancing the design and permitting of the Full Build Project.
20.03	Sen Pacheco 2	Is there a possibility of developing a pilot program with innovative train technology, such as the use of hydrogen fuel cells, that would originate at the Dean Street Station?	MassDOT is not undertaking a hydrogen fuel cell pilot.
20.04	Sen Pacheco 2	Please outline the exact timeline for each step for completion of the overall process.	The current schedule is as follows: 30% design of the Middleborough alternative was completed on January 31, 2018. The Draft Supplemental Environmental Impact Statement was submitted on January 31, 2018. Wetland permitting has been underway since August 2017. All Wetland permits will be in hand by November 2018. Final design is expected to be complete by June 2019. Construction begins July 2019 and Revenue Service begins November 2022.

Comment #	Commenter	Comment	Response
20.05	Sen Pacheco 2	Why is there no money in the 5-year capital plan for construction of the Stoughton Route? Is there going to be money in the next capital plan for construction of the Stoughton route, as opposed to early action?	Design north of Cotley Junction is currently at the 15% level and must advance before the issuance of any permits. No construction may commence until all permits, including the Corps' Section 404 Permit and Record of Decision, are obtained. MassDOT does not anticipate having all permits within the current CIP timeline. The South Coast Rail program costs are described in the Executive Summary and the DSEIR.
20.06	Sen Pacheco 2	How many trains are going to be run along the Middleborough Secondary Line? How many trains would run once the Middleborough route is completed?	The schedule of operations is described in Chapter 2 of the DSEIR. There will be 26 trains per day along the Middleborough Secondary (13 into South Station and 13 out of South Station each day)
20.07	Sen Pacheco 2	What are the expected ridership numbers for the Middleborough Secondary Line once it is completed? What are the expected numbers after the Stoughton route is completed?	Ridership is anticipated at approximately 1,600 passengers per day (not including those boarding at Pilgrim Junction Station). Ridership is described in more detail, including by station in 2030 and 2040 under the Full Build scenario, in the DSEIR and Appendices.
20.08	Sen Pacheco 2	What will the cost per rider be for Middleborough before and after the completion of the Stoughton Route?	The South Coast Rail program costs are described in the Executive Summary and the DSEIR. Phase 1 is estimated at \$936 Million. The Full Build is estimated at \$3.2 billion (inclusive of the \$936 million spent on Phase 1).
20.09	Sen Pacheco 2	What will the expected travel time be from both Fall River and New Bedford to Boston using the Middleborough Route? Using the Stoughton Route?	Travel times are included in Chapter 2 of the DSEIR. Estimates for travel between Boston and the South Coast termini are approximately 91 minutes for Phase 1 and 77 minutes for Full Build.
20.10	Sen Pacheco 2	What effect will the addition of the Middleborough Secondary Line have upon rail service for the Cape? What limitations will this impose upon said route?	Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line do not impair current service or preclude future increases in service to Cape Cod. As part of a separate study, increased service to Cape Cod will be studied and modeled from an operations and infrastructure perspective to determine demand and frequency of service.
20.11	Sen Pacheco 2	Does anyone expect a quick and easy route through the environmental permitting process?	While all environmental permitting requires time for agency review and to design for avoidance and minimization measures, Phase 1 will not result in extensive wetland and waterway impacts, as the Full Build will. This results in a shorter timeframe for permitting of Phase 1 elements than is required for the Full Build.
20.12	Sen Pacheco 2	That said, has all of the existing environmental data referenced above been taken into account in the planning and permitting discussions for the Middleborough Secondary Line?	MassDOT collected environmental data for new Phase 1 areas along the Middleborough Secondary in 2017. The team also conducted four interagency coordinating meetings in 2017 and 2018, attended by state and federal agencies, to review environmental data and discuss permitting requirements. Work with these agencies will continue through the final design and permitting process.
20.13	Sen Pacheco 2	Why is the Middleborough Secondary Line still considered a practicable route when the Army Corps of Engineers has determined "that there is no practicable alternative to the Stoughton Electric alternative which would have less adverse impact on the aquatic ecosystem, and also does not have other significant adverse environmental consequences."?	The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced.
20.14	Sen Pacheco 2	How does the Middleborough Secondary Line address the Commonwealth's Sustainable Development Principles, the state's Greenhouse Gas initiatives, and our commitment to increasing our local and regional resiliency in the face of climate change? What will the addition of the diesel Middleborough Secondary Line do to the Commonwealth's Greenhouse Gas emissions?	Phase 1 will provide earlier service than is possible with the Full Build Project alone. This means a reduction in vehicle miles traveled will begin in 2022 rather than in 2030. Once the Full Build is operational, the Phase 1 alignment, which is less prone to flooding, will remain available as a secondary route for use in extreme weather events. While Phase 1 will utilize existing trainsets, MassDOT and the MBTA are retiring older locomotives and replacing them with cleaner engines to reduce emissions throughout the system.
20.15	Sen Pacheco 2	Ultimately, what are we looking at in a fair and equitable assessment of the Stoughton Route and Middleborough Secondary Line? Is it just a total cost figure? Is it a perceived timeline? Is it a cost per trip as a comparison (Stoughton's 40 trips to the Middleborough's 4)? Has there been any comparison done on the economic development, social, and environmental justice aspects of both of these options? Does this type of comparison still justify a Middleborough Secondary Line for the short term, with a promise of a Stoughton Route as a Phase II, which may never be delivered? Or, does a fair and equitable comparison of these options show that Middleborough is just "taking people for a ride," giving them something that's better than nothing in order to deliver on a long overdue promise?	When assessing the viability and rationale of building Phase I, MassDOT looked at cost, public benefit, ridership, and overall MBTA system enhancement. Improvements to the Southern Triangle will be beneficial for both phases as well as for freight traffic. Phase 1 is not an alternative to the Full Build. In addition, upgrading the Middleborough Secondary to commuter rail standards increases system-wide resiliency. In both phases, environmental justice communities are served, as explained in great detail in DSEIR Chapter 4.

Comment #	Commenter	Comment	Response
20.16	Sen Pacheco 2	What specific areas of the Stoughton Route are of concern for flooding? Are there any flooding concerns with the Middleborough Secondary Line?	In the Stoughton Route, as described in the FEIS/FEIR, there are several stretches of track (including 3 bridges in the Downtown Taunton area) that cross the Taunton River and are below the 100-year flood elevation. As the design advances for the Full Build through this section of track, the vertical clearance for the Overhead Catenary System is a limiting factor for elevation within the floodplain.
20.17	Sen Pacheco 2	Where is the new commuter rail station expected to be located in East Taunton? What efforts will be made to get people from the heart of Taunton to the new East Taunton station?	The location of the new train station is described in DSEIR Chapters 1 and 2. MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations.
20.18	Sen Pacheco 2	Why is the Green line extension being completed before South Coast Rail when much of that area's potential ridership already has access to public transportation?	MassDOT is advancing both the Green Line Extension (GLX) and South Coast Rail. GLX is, in part, federally funded, fully permitted, and now proceeding under a new design/build contract. MassDOT notes that the Baker+D94-Polito Administration is fully committed to accelerating South Coast Rail so that Phase 1 service to Taunton, Fall River and New Bedford can be operational by the end of 2022, years ahead of when the Full Build service could be provided.
21.01	Sen Rodrigues	I write in strong support of the Massachusetts Department of Transportation's South Coast Rail Phased Approach, as outlined in the South Coast Rail Draft Supplemental Environmental Impact Statement.	MassDOT thanks you for your support.
22.01	Sen Timilty	I would like to take this opportunity to outline my staunch opposition to the proposed Stoughton Straight Alternative, also known as the Full Build Project, for the South Coast Rail Project. I stand in firm solidarity with the citizens of the region, including the residents of Stoughton, Easton, and Canton, in opposition to this proposal. I stand with these towns in favor of the Middleboro Alternative remaining the long-term solution for the provision of commuter rail service to the South Coast.	Thank you for your comment. The Administration is committed to advancing the design and permitting of the Full Build Project to fully service the ridership demand from Southeastern MA. We will continue to work with municipalities and local officials to understand and respond to the region's concerns.
23.01	CCConCom	What are the next steps for Commuter Rail to Buzzards Bay in Bourne?	MassDOT is undertaking a study of anticipated ridership and operations to better-understand the potential for commuter rail service to Cape Cod.
24.01	Easton BOS	The existing Main Street overpass will not accommodate double-decker train cars and would need to be reconstructed so that there is no material grade change along Main Street itself. An at-grade crossing or an improved overpass with a significant rise from current grade is not acceptable. Either would negate the economic boost this area is realizing as a result of the millions of revitalization dollars invested by the town and Commonwealth.	As confirmed in your letter to Jean Fox dated January 28, 2014, the Town sought and received confirmation that the rail line will pass underneath Main Street with no material grade change along Main Street itself, and that the 18'6" clearance required for electrification will not adversely impact the Main Street crossing.
24.02	Easton BOS	The activated rail line and its attendant catenary wires, signaling and crossing infrastructure will have a severe visual impact on the town, especially the historic districts in and around North Easton Village. As noted in the previous bullet the town has spent millions of dollars revitalizing this area, with significant assistance from the Commonwealth. Impacts to these historic districts would need to be appropriately mitigated.	As the design advances on the Full Build, MassDOT will work with the Town on specific design measures to minimize visual impacts.
24.03	Easton BOS	Sound barriers and other noise mitigation measures would be required in areas of high residential density along the line, in addition to the locations proposed in the FEIR.	The FEIS/FEIR provided guidelines and proposed mitigation for potential noise impacts associated with the Stoughton Straight Electric Alternative (the "Full Build Project").
24.04	Easton BOS	The Middleboro alternative achieves the goal of providing commuter rail service to Fall River and New Bedford at a lower cost and with less environmental impact. The DSEIR does not provide a full cost analysis comparing the cost of Full Build to the full cost of Phasing the project (i.e. Phase I, followed by construction of the Stoughton to Taunton connection). Both a DSEIR Fact Sheet (available on the South Coast Rail website) and the DSEIR itself, state significant savings will be realized by constructing the Middleboro connection to the Southern Triangle sooner than would be possible for the Full Build. Once constructed it would seem the Middleboro Alternative has met the project's goal and the Stoughton Alternative will be unnecessary.	Chapter 2 of the DSEIR provides an analysis of the Phase 1 and Full Build Costs. Phase 1 service is not an alternative to the Full Build Project, but rather is an approach that will allow some service to be provided, and some benefits to accrue, earlier than would be possible with the Full Build Project alone. Phase 1 operations will not fully meet the desired service plan, and therefore the Administration is committed to advancing the design and permitting of the Full Build Project.
24.05	Easton BOS	There is concern that ambiguity as to whether the SouthCoast Rail will be coming through Easton will adversely affect the decision of businesses and potential homeowners to locate in Easton. The town, with financial support from the Commonwealth, has made significant investments over the past several years to attract new and re-development projects to the areas identified as Priority Development Areas in the SouthCoast Corridor Plan. It would seem from both a fiscal and expediency standpoint, the Stoughton Alternative should be put on hold while the feasibility of the Middleboro Alternative is further evaluated.	Phase 1 service is not an alternative to the Full Build Project, but rather is an approach that will allow some service to be provided, and some benefits to accrue, earlier than would be possible with the Full Build Project alone. Phase 1 operations will not fully meet the desired service plan, and therefore the Administration is committed to advancing the design and permitting of the Full Build Project.

Comment #	Commenter	Comment	Response
25.01	Fairhaven BOS	At their February 26, 2018 meeting, the Fairhaven Board of Selectmen voted to support the South Coast Rail Phase I project as detailed in the Draft Supplemental Environmental Impact Report (DSEIR) filed by the Massachusetts Department of Transportation (MassDOT).	MassDOT thanks you for your support.
26.01	Mayor Correia Fall River	As Mayor of the City of Fall River, I am writing to convey my full support for the South Coast Rail Phase 1 Project.	MassDOT thanks you for your support.
26.02	Mayor Correia Fall River	While I am disappointed that the Phase 1 Plan does not include the full-build, station site at Battleship Cove, I understand that the Phase 1 Project, as presented, will be very beneficial to Fall River. I ask that the second station location, designed to serve a large residential base within walking distance of Battleship Cove, be completed as soon as possible. This station provides important service to an environmental justice population which is dependent upon public transportation for their day to day activities.	The Administration is committed to advancing the design and permitting of the Full Build Project. MassDOT will continue to work with the City of Fall River to advance the design, permitting and schedule for Battleship Cove Station.
27.01	Camara Fall River	I oppose the Phase 1 service proposal through Middleborough and I support the permitting and funding of the Stoughton Straight Electric Alternative	Thank you for your comment. While the Full Build more-fully meets demand, Phase 1 allows some service in the near term. The Administration is committed to advancing the design and permitting of the Full Build Project.
27.02	Camara Fall River	It is financially responsible to proceed with the preferred Stoughton Route, rather than funding a Middleborough route that will consume hundreds of thousands of dollars of our Commonwealth's limited resources for a diesel fueled train that likely will not serve efficiently and effectively those from Fall River, new Bedford and Taunton who seek a quicker and cleaner rail transport to Boston and points between the South Coast cities and stops long the route.	Phase 1 will include the construction of 56% of the Full Build infrastructure (the so-called "Southern Triangle"). Constructing this portion of the Project prior to 2022 will result in cost savings by avoiding escalation. This savings will offset the cost to upgrade the Middleborough Secondary for Phase 1 service. This is described further in Chapter 2 of the DSEIR and in the Executive Summary.
28.01	Long Fall River	As City Councilor in Fall River, I proudly support advancing Phase I of the South Coast Rail project.	MassDOT thanks you for your support.
29.01	Pelletier Fall River	I would like to take this opportunity to express my support for this project as it will bring many opportunities to the residents of Fall River.	MassDOT thanks you for your support.
30.01	Freetown BOS	The Freetown Board of Selectmen favorably supports the scope of work outlined in the DSEIR.	MassDOT thanks you for your support.
31.01	Lakeville BOS	The Town of Lakeville is host to the Middleborough/Lakeville Commuter Rail Station. The Board of Selectmen have met with representatives from MassDOT, MBTA and the South Coast Rail design team regarding the extension of service to Taunton, New Bedford and Fall River. At these meetings, the Selectmen have expressed their opposition to the potential closing of the Lakeville Commuter Rail Station, and the project in general. The project does not provide a reasonable benefit in relation to the overall cost and provides no benefit whatsoever to Lakeville.	MassDOT will continue to work with Lakeville officials to determine the future use of the Middleborough/Lakeville Station. As stated in the DSEIR, the station can stay open for Cape Flyer Service or be closed (with service moved to Pilgrim Junction Station) to allow for additional development on this parcel. MassDOT is looking forward to discussing these options with the Board of Selectmen.
31.02	Lakeville BOS	The area nearby to the existing station has been designated as the Town's "Smart Growth District", designed to encourage residential and business development. In addition, located on the same street as the Station, is a 204-unit 40R residential development known as "The Residences at Lakeville Station". These apartment units were developed specifically to attract tenants that would utilize the commuter rail. In addition to the residential developments already in place, the Selectmen have a warrant article at our upcoming Special Town Meeting to extend the Smart Growth Zoning for 166 additional housing units centered around the Commuter Rail Station. The relocation of the Middleborough/Lakeville Station would have a negative effect on the businesses in the area, as well as, the residents in the residential developments surrounding the station.	MassDOT will continue to work with Lakeville representatives to determine the future use of the Middleborough/Lakeville Station. As stated in the DSEIR, the station can stay open for Cape Service or be closed to allow for additional development on this parcel. Shuttle service will provide a connection to the new station for all TOD riders alighting from the existing Middleborough/Lakeville Station. In consideration of Phase 1 service, as part of the next update to the Corridor Plan, the Town of Middleborough could consider engaging residents, business owners, officials, and organizations, assisted by MassDOT and SRPEDD, to look more closely at impacts to new and existing residents and businesses. Technical Assistance funds could be a source of revenue for this exercise.
31.03	Lakeville BOS	We also have serious safety concerns regarding at-grade railroad crossings, which until now have not had commuter rail traffic. There have been no discussions with the Town of Lakeville regarding safety concerns at the at grade crossings and noise mitigation for residents located along the tracks. The additional train traffic will negatively impact Lakeville residents.	As described in DSEIR Chapter 2, Sections 2.6.3 and 2.6.5, all existing public grade crossings on the Phase 1 railroad rights-of-way have flashing lights installed. It is recommended that each location be upgraded to include a combination of new, state-of-the-art, Automatic Highway Crossing Warning (AHCW) systems, pavement markings and signage, and minor geometric modifications such as driveway reconfiguration, driveway closures, vegetation clearing, and utility pole relocations. The owners of properties that would be affected by noise at or above the severe noise impact level and who may be eligible for noise mitigation will be consulted to identify preferred mitigation measures.



Comment #	Commenter	Comment	Response
32.01	Middleborough BOS	I would like to start out saying that I fully support the construction of the South Coast Rail and fully support the original and 'Preferred Option' plan for an electric rail along the 'Stoughton Route'. My main opposition to this recycled 'Middleborough secondary line' proposal is based on the total exclusion of Middleborough in the planning of this alternative, and the complete lack of positive impacts for our Town, indeed the 'Phase 1' plan does not fulfill any of the 'Project Goals' for the entire "Middleboro Alternative Corridor".	Phase 1 service is not an alternative to the Full Build. MassDOT is committed to continuing to advance the design and permitting of the Full Build. MassDOT conducted a series of six public meetings in September of 2016 throughout Southeastern Massachusetts, including in the Town of Middleborough. Presentations were also conducted in Fall River, New Bedford, Taunton, Easton, and Canton. All were well attended. In addition, MassDOT met with the Middleborough Board of Selectmen on May 8, 2017, September 11, 2017, and December 7, 2017. MassDOT also conducted a legislative briefing and invited representatives from Middleborough to participate and comment. We will continue to work with Middleborough throughout the design and construction process to provide opportunities to develop positive outcomes for the Town.
32.02	Middleborough BOS	Why wasn't SRPEDD, or the Task force consulted with, or included in, planning process? Why weren't the local municipal Boards consulted in the Planning Process? What was gained by excluding the 4 municipalities that make up this corridor in the planning process?	MassDOT conducted a series of six public meetings in September of 2016 throughout Southeastern Massachusetts, including in the Town of Middleborough. Presentations were also conducted in Fall River, New Bedford, Taunton, Easton, and Canton. All were well attended. MassDOT briefed SRPEDD on the Phase 1 plan and SRPEDD attended several public meetings. MassDOT understands that continued and improved coordination with Southeast municipalities is imperative and we will continue to solicit input to improve the Project.
32.03	Middleborough BOS	How does the 'Middleboro Alternative' achieve any of the Project Goals for the communities of East Taunton, Berkley, Lakeville or Middleborough?	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 service will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle as early as possible, thus providing economic and transportation benefits in the near term. The full benefits described in the SCR FEIS/FEIR will be realized through implementation of the Full Build.
32.04	Middleborough BOS	There are 5 at Grade crossings in the 7 miles, with 26 trains a day, you are adding 130 at grade train crossings a day, to this corridor, with no traffic mitigation. Lights and signals do not constitute traffic mitigation.	As described in DSEIR Chapter 5, Section 5.1, existing grade crossing locations along the Middleborough Secondary were evaluated for project impacts under Phase 1 with respect to intersection and roadway traffic operations, pedestrian and bicycle accommodations, and parking at each planned station. No impact to traffic was found at these grade crossings.
32.05	Middleborough BOS	The idea that the Cotley Junction Station in East Taunton will serve Taunton is a flagrant misrepresentation. The reality is people don't drive south to board a north Bound Train. Taunton will not be served by this station.	The East Taunton Station will become the closest MBTA Commuter Rail station to downtown Taunton in Phase 1. It will offer convenient access to Routes 24 and 140, and will connect to downtown Taunton via feeder bus service. As discussed in the DSEIR, MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations. CTPS projects approximately 420 daily inbound boardings at East Taunton Station.
32.06	Middleborough BOS	The Pilgrim Junction Station has multiple issues. SCR is reducing the number of parking spots, 800 at the current location to 500 at the new station. You are reducing the opportunities for commuters to use this train. Let me be clear, you are reducing the number of commuters that can access this train.	Middleborough/Lakeville Station currently provides access to commuter rail for many riders originating from destinations to the south. The model used to project ridership considered that these riders would be alighting at stations along the Phase 1 route south and west of Middleborough, reducing demand at Pilgrim Junction station and thereby reducing traffic generation and parking demand. As described in DSEIR Chapter 5, Section 5.5, the parking supply at Pilgrim Junction Station will in fact be sufficient to meet the peak parking demand under both Phase 1 and Full Build operations, which is 453 and 483 daily parkers, respectively.
32.07	Middleborough BOS	A reduction of parking spots not only discourages transit ridership, it reduces the current opportunities of economic growth and harms the current businesses in the area. Again, this proposal does not spur economic growth, it diminishes current economic activity. The DSEIR states "There is no existing concept plan for potential TOD at the Pilgrim Junction Station". And there are no opportunities for 'smart growth'.	As described in DSEIR Chapter 5, Section 5.5, based on the projected daily park & ride (PNR) ridership, the parking supply at Pilgrim Junction Station will be sufficient to meet the peak parking demand under both Phase 1 and Full Build operations, which is 453 and 483 daily parkers, respectively. With the need to provide transit-related parking reduced or eliminated at the Middleborough/Lakeville station, land could become available there for new economic development opportunities, should the Town of Lakeville desire. In addition, passengers boarding at the new Pilgrim Junction Station could become patrons for nearby businesses, particularly at the commercial node on Main Street between E. Grove St and the vehicular entrance to the new station.
32.08	Middleborough BOS	This proposal places the entrance to the station at the intersection of 105/495, and 350 yards away from the 105/28 intersection. After an extensive 1-day traffic study on a beautiful day in June, MADOT rated this intersection of 105/28 as deficient. MADOT goes on to state that even after mitigation the intersection will remain deficient. This is simply not acceptable.	Although there are no anticipated adverse impacts caused by the Proposed Project in Middleborough, the following intersection improvements are being proposed to mitigate existing deficiencies as described further in the DSEIR: complete a road safety audit (RSA) at the intersections of Route 105/Route 28, and implement recommended improvements, as appropriate; modify traffic signal timing and phasing at the intersection of Route 105 and Route 28 to provide protected/permissive left turns for all approaches; and modify traffic signal timing and phasing at the intersection of Route 105 and I-495 Northbound to incorporate the new station driveway and a pedestrian crossing of Route 105 on the northeastern leg of the intersection.

Comment #	Commenter	Comment	Response
32.09	Middleborough BOS	This proposal ignores the traffic impact of the neighboring Middleborough Rotary and ignores all the economic potential of surrounding areas identified in the South Coast Rail Economic Development and Land Use Corridor Plan. You are ignoring your own report!!	As noted in DSEIR Chapter 5, Section 5.5, Pilgrim Junction Station-related trips through the Middleborough Rotary will be unchanged. Chapter 13, Section 13.2.2 explains that the existing Middleborough/Lakeville Station, which could remain open to service existing Cape Flyer riders and to support a potential future Cape shuttle service connection, may also see new TOD. The daily demand for parking spaces will be lower, and portions of the parking lot could become available for redevelopment.
32.10	Middleborough BOS	This Station is proposing a parking lot that will cover approximately 71% of the site with impervious materials. That parcel is in a WHPD Zone (2) that prohibits that type of cover. This is an important recharge resource for a municipal well, How does MADOT plan to reconcile the project with that restriction?	As described in DSEIR Chapter 8, Section 8.4.4.3, because the Pilgrim Junction Station is within Zone II of a municipal groundwater well, stormwater runoff will be treated so that at least 44 percent of total suspended solids are removed prior to discharge to an infiltration structure and the infiltration BMPs will be sized to treat at least 1 inch of runoff over the impervious area.
32.11	Middleborough BOS	From the section on site Selection Criteria, the report states 'As a phased service it is critical that the infrastructure developed as part of Phase 1 provide future use and long-term benefits as well as independent utility even when the full build is realized.' The plan for the station at Pilgrim Junction is in direct contradiction to this statement.	DSEIR Chapter 2, Table 2-1, provides a useful summary of Middleborough service options that indicates why the construction of a new Pilgrim Junction station was chosen as part of the preferred alternative. It minimizes environmental impacts, minimizes trip times, and maintains operational flexibility by minimizing operational conflicts on the Middleborough Main Line and by not precluding future Cape Cod service.
32.12	Middleborough BOS	When I look at the Public transportation benefits for Middleborough, I don't see any... This does not improve mobility, there is a decrease in parking availability and it is sited in an already deficient traffic corridor	As shown in DSEIR Chapter 2, Table 2-3, as part of Phase 1 service, one additional inbound and one additional outbound trip will be scheduled from Middleborough, bringing the total number of weekday trips to 26. The parking supply at Pilgrim Junction Station has been calibrated to meet the peak parking demand under both Phase 1 and Full Build operations. As explained in the response to comment 32.10, the proposed Pilgrim Junction Station is not anticipated to impact traffic conditions, and MassDOT will strive to improve existing conditions through mitigation measures.
32.13	Middleborough BOS	I don't see how this location will lower any accident rates, the introduction of this station 350 yards from an intersection that is already ranked in the 'Top 100 Crash locations'. This does not bode well for the future.	As explained in DSEIR Chapter 5, Section 5.3.2, the current crash rate at the intersection South Main Street (Route 105) at W. Grove Street (Route 28) exceeds the statewide average. A separate, more comprehensive crash analysis was completed for this location in accordance with MassDOT's Road Safety Audit (RSA) guidelines. It was determined that an RSA is required in Middleborough, separate from the SCR proposed improvements, and will be undertaken by MassDOT. The RSA site investigation commenced in April of 2018. The recommended measures to improve safety at this location, when developed and approved, will be incorporated into the Phase 1 project.
32.14	Middleborough BOS	This proposal does not 'Foster a more livable community'. The new station parking lot threatens our municipal water supply and cripples with traffic, yet another access point to our community.	As explained in the responses to comments 32.08 and 32.10 above, the proposed Pilgrim Junction Station is not anticipated to impact either the water supply or traffic conditions.
32.15	Middleborough BOS	This proposal does not increase our 'access to transit'. Incredibly it is reducing our access. The parking lot size is being reduced. Middleborough will have less opportunity for transit.	Middleborough/Lakeville Station currently provides access to commuter rail for many riders originating from destinations to the south. The model used to project ridership considered that these riders would be alighting at stations along the Phase 1 route to the south and west of Middleborough, reducing demand at Pilgrim Junction station and thereby reducing traffic generation and parking demand. As described in DSEIR chapter 5, Section 5.5, the parking supply at Pilgrim Junction Station will in fact be sufficient to meet the peak parking demand under both Phase 1 and Full Build operations, which is 453 and 483 daily parkers, respectively.
32.16	Middleborough BOS	None of these issues will 'Boost Real Estate Values'. These negative impacts will reduce our attractiveness and negatively impact our Real Estate values.	According to research from the American Public Transportation Association, public transportation can boost real estate values. Various studies can be found at <a href="https://www.apta.com/aptasearchcenter/Results.aspx?k=real%20estate%20value">https://www.apta.com/aptasearchcenter/Results.aspx?k=real%20estate%20value</a>
32.17	Middleborough BOS	Phase 1 will have 26 trains daily on this line. That is the full capacity. There is no room for expansion. This plan will be the end of a Cape Flyer Train on Friday nights, and will stop any further expansion of rail service to the Cape.	Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line do not impair current service or preclude future increases in service to Cape Cod. The Phase 1 service is an extension of the existing commuter rail service and will utilize trains that operate on the Middleborough Commuter Rail alignment today and run them to Fall River and New Bedford. This will not interfere with the weekend Cape Flyer Service that uses the Middleborough Main Line today. Any increase in service to Cape Cod to allow for daily commuter rail service would need to be accommodated on the same trains that run on this line today. Service could be accommodated through a cross platform transfer at Pilgrim Junction. Increased service to Cape Cod will continue to be studied as a separate project, and modeled from an operations and infrastructure perspective to determine demand and frequency of service.

Comment #	Commenter	Comment	Response
32.18	Middleborough BOS	What assurance do any of us have that Phase 2 will be built? In fact your report states, "The likelihood of barriers to service in the full build is even greater since the Stoughton line joins the Northeast Corridor".	The Administration is committed to advancing the design and permitting of the Full Build Project.
32.19	Middleborough BOS	The DSEIR states "Final construction and operating cost resources have not yet been determined" for Phase 2... Who can guarantee that Phase 1 will not be the long term substandard band-aid for the South Coast? This Plan and its impacts are very likely to be the only Phase.	Phase 1 service is not an alternative to the Full Build Project, but rather is an approach that will allow some service to be provided, and some benefits to accrue, earlier than would be possible with the Full Build Project alone. Phase 1 operations will not fully meet the desired service plan, and therefore the Administration is committed to advancing the design and permitting of the Full Build Project.
32.20	Middleborough BOS	What's worse is Phase 1 will only meet 10% of the demand for the approximately 30k work trips from the South Coast Region to Boston. The 'No Action' plan meets 7% of the ridership demand. \$935 million dollars for a difference of 3%...	In addition to resulting in new transit system trips, Phase 1 will provide additional benefits, including earlier service to Taunton, Fall River and New Bedford, increased system resiliency, VMT reductions, air quality benefits, and escalation savings. For more details on the overall benefits of Phase 1, please see Section 2.6.9 of the DSEIR.
32.21	Middleborough BOS	And this plan threatens a municipal water system, reduces transit access, reduces economic development, and cripples yet another entry point to my Town...	As explained in the responses to comments 32.08 and 32.10 above, the proposed Pilgrim Junction Station is not anticipated to impact either the water supply or traffic conditions. The parking supply at Pilgrim Junction Station will be sufficient to meet the peak parking demand under Phase 1 and Full Build operations, and an additional round trip will be scheduled from the new station.
33.01	Mayor Mitchell NB	I believe that a phased approach, as proposed in the draft EIR, that would entail the construction of the longer "Middleboro alternative" to be followed at some point by the construction of the Stoughton route, is appropriate under the circumstances.	MassDOT thanks you for your support.
33.02	Mayor Mitchell NB	First, MassDOT should establish express nonstop service from New Bedford to Boston for at least one daily trip each way. Express service has worked well on the Worcester line to Boston, and would be even more necessary on the considerably longer Middleboro route from New Bedford. Otherwise, the commute will be too long for New Bedford area residents to sustain.	The proposed SCR Phase 1 service is an extension of existing Middleborough/Lakeville service, and per direction from MBTA Railroad Operations the proposed service should not require modifications to existing service stopping patterns between Braintree and Middleborough. Creating an express non-stop service between New Bedford and Boston would require the elimination of service to existing stations and riders along the Middleborough Main Line. Additionally, due to capacity constraints on the Middleborough Main Line and at South Station, there is no additional capacity to provide peak period trips beyond those proposed for the Phase 1 service.
33.03	Mayor Mitchell NB	Second, MassDOT should work closely with the City to develop a plan for city-owned land at the Whale's Tooth terminus that offers regional transportation links, connects the site to the downtown and the Hick Logan neighborhood, and avoids interference with maritime businesses along the waterfront. Although not reflected in the draft EIR, the administration's commitment to design a multimodal station instead of a mere train platform is a significant step forward. A multimodal station would make passenger rail service accessible to more people, and it would have the added benefit of replacing the aging downtown bus station.	MassDOT acknowledges the potential for multimodal uses at Whale's Tooth and will continue to work with the City to develop concepts that may be beneficial. To meet the operations schedule of 2022, Whale's Tooth will be advanced as a commuter rail parking lot including a pedestrian bridge, without precluding future modifications to allow for multimodal use, as the City and MassDOT continue to work together to develop possibilities for shared uses at this location.
33.04	Mayor Mitchell NB	Third, the project should not be allowed to crowd out other state capital investments in Greater New Bedford. For many years, the demand for passenger rail service to Boston has distracted from the state's role in supporting the development of the region's existing economic assets. For instance, much of New Bedford harbor has not been dredged by the state in decades, and the State Pier has been allowed to fall into a troubling state of disrepair. Meanwhile, the state-owned New Bedford-Fairhaven Bridge has been characterized in a recent MassDOT feasibility study as "functionally obsolete," and is in need of significant repairs.	Providing funding for a much-needed rail service to the region does not negate the need for other investments. We recognize that additional projects have been identified as priorities by the communities of the South Coast Region and the Administration will continue to work with the region to prioritize investments.
34.01	Abreu NB	As a Councilor At-Large here in the City of New Bedford, an urban community that represents 100,000-plus residents, I am writing in support to fully endorse commuter rail service to Boston. I support the "Phase 1" initiative of this project because our community needs better access to higher earning wages, better access to universities and better access to medical specialists.	MassDOT thanks you for your support.
35.01	Dunn NB	I am therefore, writing in support of the proposed phased approach for the South Coast Rail project, as outlined in the DSEIR.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
36.01	Stoughton	In response to the DSEIR on the proposed "phased approach" to the project, the Town continues to note that such an approach is contrary to the requirements of the MEPA regulations. As was noted in our comments on MassDOT's Notice of Project Change, a "phased approach" to the extension of a commuter rail line would involve phased permitting and construction of various sections and components of an extension of the same line. In seeking MEPA review for the Middleborough route, MassDOT is not pursuing a "phased approach" to the proposed extension of a commuter rail line to the Fall River/New Bedford region through Stoughton. Rather, it is seeking permitting for the construction of an entirely different preferred project alternative than that through Stoughton, one which does not involve the existing Stoughton line in any manner.	Phasing of the Project was the subject of the NPC and the DSEIR. The method of phasing was the subject of Chapter 2 of the DSEIR alternatives analysis. The review of alternatives and description of anticipated consequences of the proposed change followed the MEPA requirements for Notices of Project Change.
37.01	Mayor Hoye Taunton	I write today to publicly express my strong opposition for the proposed Phase 1 Middleboro route of the SouthCoast Rail, and to offer my continued support of the Stoughton route.	MassDOT thanks you for your input.
37.02	Mayor Hoye Taunton	The Phase 1 Middleboro option does not provide any economic development opportunity for the City of Taunton. The single proposed train station is located on the outskirts of the City bordering the surrounding town of Berkley.	Phase 1 service will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle sooner than originally anticipated, thus providing economic and transportation benefits in the near-term. The East Taunton station is in fact close to active commercial and industrial development. For example, it is within 0.4 miles of the Taunton Depot Shopping Center; 0.7 miles of the Plymouth Regional Technical Institute; and 0.9 miles of the Silver City Galleria mall. As discussed in the DSEIR, MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations. Communities north of the City of Taunton are still expected to realize the full benefits of the Full Build Project, as the SCR FEIS/FEIR describes.
37.03	Mayor Hoye Taunton	In contrast, the Stoughton option proposes two train stations, one of which is only a half mile from our historic Downtown. Access to transportation into and out of our state's capital has been repeatedly cited by urban planners as the key to creating economic sustainability in our Downtown. This option also revitalizes a former train stop and blighted area, which has already been designated a TOD district.	The Administration is committed to advancing the design and permitting of the Full Build Project, including construction of Taunton Station. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced.
37.04	Mayor Hoye Taunton	Taking the train from the North to the proposed station in Taunton under the Middleboro option is almost equal in distance to taking the train to the existing commuter rail station in Mansfield. Taking the train from the South to the proposed train station in the Middleboro option would still require a 45 minute bus ride from the station to the Myles Standish Industrial Park.	Comment noted.
37.05	Mayor Hoye Taunton	The Middleboro option will provide half the number of trains, and only have the capability to serve half the ridership, as the Stoughton alternative.	Phase 1 service is not an alternative to the Full Build Project, but rather is an approach that will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle, and related economic and transportation benefits, earlier than would be possible with the Full Build Project alone. Phase 1 operations will not fully meet the desired service plan, and therefore the Administration is committed to advancing the design and permitting of the Full Build Project. Communities north of the City of Taunton are still expected to realize the full benefits of the Full South Coast Rail project, as the SCR FEIS/FEIR describes.
37.06	Mayor Hoye Taunton	The Middleboro alternative simply will not take cars off the road. The Middleboro alternative has been shown repeated to add 20 minutes plus to the commute each way. People from most of the area will simply continue to drive in Boston	Based on the CTPS projections for 2030 (DSEIR Appendix A), Phase 1 service will achieve a reduction of approximately 66,400 VMT per day from automobiles. MassDOT will continue to refine the schedule and operations for Phase 1 SCR to decrease overall trip times. Minor adjustments to the schedule may allow several minutes to be carved from the estimated trip times discussed in the DSEIR. Additionally, MassDOT will explore the possibility of express trains and skip stops to provide shorter travel times to the Southeast communities.
37.07	Mayor Hoye Taunton	SCR has been studied repeatedly for decades and the conclusion of each study has shown the Stoughton route to be superior in every criteria. Nothing has changed to reach a contrary conclusion.	MassDOT is committed to the design and permitting of the Full Build, and the Stoughton Straight Electric Alternative remains the preferred alternative. The design and permitting for the Full Build are advancing and will continue to advance as Phase 1 construction gets underway.



Comment #	Commenter	Comment	Response
37.08	Mayor Hoye Taunton	From a Civil Rights perspective, bypassing the Stoughton route creates hardship for a significant population of persons in the greater Taunton area. This is not addressed appropriately in the plan. The plan is a plan which should and must benefit all persons living in Southeastern Massachusetts regardless of age, cultural diversity, or disability. Taunton is one of its largest and culturally diverse communities. The current plan avoids this critically sensitive issue. I stand with this population and am opposed to any plan which does not take this into consideration.	The Administration is committed to advancing the design and permitting of the Full Build Project, including Taunton Station. Phase 1 service is not an alternative to the Full Build Project, and will not reduce or eliminate any of the benefits of the Full Build. If Phase 1 were not implemented, there would not be any service to Taunton until the Full Build Project is implemented. Phase 1 will bring commuter rail service to the City of Taunton and other underserved communities sooner than originally anticipated, thus providing economic, environmental and transportation benefits in the near term. As discussed in the DSEIR, MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations to improve access to other parts of the City of Taunton.
38.01	Wareham BOS	We communities here at the eastern edge of the SRPEDD Commission request including the Cape Flyer route be included with phase 1. The Flyer line is in place, running with a certified 60 mph track. Linking Buzzards Bay, Wareham to commuter rail to the new Middleborough station will have long term economic benefits!	Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line do not impair current service or preclude future increases in service to Cape Cod. As part of a separate study, increased service to Cape Cod will be studied and modeled from an operations and infrastructure perspective to determine demand and frequency of service.
39.01	GATRA	An easy reference chart should be provided in the text that displays a matrix of comparative costs for the three options each at both Cotley Junction and Pilgrim Junction.	While the Alternatives analysis considered cost as a differentiator because the relative costs of the station locations was similar, cost was not a defining selection criteria. Other criteria, including trip time, operations, and minimization of impacts, were more critical to site selection for Pilgrim Junction and Cotley Junction.
39.02	GATRA	A reverse move from Kingston Station to Plymouth Station is contained within the current schedule for the Kingston-Plymouth Branch of the Old Colony Line, specifically for the 10:05 AM inbound train originating from Kingston. This service appears to work judging by the relatively consistent ridership for an off-peak train. In order to circumvent the \$25 million cost of creating a new station in such close proximity to an existing one and creating a two seat ride for residents in the existing Transit Oriented Development (TOD) adjacent to the existing Middleboro-Lakeville Station, we urge the project to reconsider constructing the proposed "Pilgrim Junction" Station in favor of retaining service to and from the existing Middleboro-Lakeville Station. This will also negate the need to create and underwrite the cost of a shuttle bus connection between the existing and proposed stations.	There are three daily trains that arrive in Kingston that must turn for Plymouth before heading back to Boston. Each of these schedules shows 12 minutes between arrival and departure at Kingston. Reversing the train requires additional time for signal system route establishment (time-outs) and a member of the train crew to be positioned at the opposite end of the train from the engineer to look out for obstructions, pedestrians and general safety conditions, and to conduct the required Class II brake tests. Fifteen minutes has been scheduled to support this operation. This reverse move would impact all passengers using the service from the South Coast Study Area. This would impact the customer experience for new riders, and would result in lower ridership for the Phase 1 service. This option creates the longest travel time for New Bedford/Fall River riders (105+ minutes) of the Pilgrim Junction service options considered in the DSEIR.
39.03	GATRA	What practical function does the 400 LF boarding platform provide at the proposed Pilgrim Junction Station when the accepted federal and state specification for ADA accessible platforms is 800 LF?	The 400-foot platform shown on the site plan for the new Pilgrim Junction Station is a future platform for shuttle service opportunities between this station and the Cape. This platform has the capacity to service shuttle trainsets of up to 3 coaches. No formal study has been developed, but this type of platform and service were included so as not to preclude future Cape service. The main platform is 800 feet long.
39.04	GATRA	How will the sole 800 LF boarding platform at Pilgrim Junction service both the inbound and outbound trains? Won't the curvature of the track at the proposed location of this platform impact riders' accessibility to the train coaches?	The operations schedule allows for a single side platform at this location, similar to the existing station and other SCR stations in Freetown, Fall River, and New Bedford. The curvature along the Pilgrim Junction platform is 3.5 degrees, which is flat enough to allow for the standard gap tolerances for boardings. Also, because the platform is on the outside of the curve, the gap at coach entries is less than that at straight platforms.
39.05	GATRA	The proposed Pilgrim Junction Station will contain 501 commuter parking spaces. The existing Middleboro-Lakeville Station contains 769 spaces. The estimated cost of the proposed station is \$25 million but will result in a net loss of 268 commuter parking spaces.	Middleborough/Lakeville Station currently provides access to commuter rail for many riders originating from destinations to the south. The model used to project ridership considered that these riders would be alighting at stations along the Phase 1 route south and west of Middleborough, reducing demand at Pilgrim Junction station and thereby reducing trip generation and parking demand.

Comment #	Commenter	Comment	Response
39.06	GATRA	No apparent mention is given to the need for expanded train layover and dockage at the South Station terminus to meet expanded passenger service.	The proposed SCR Phase 1 service is primarily an extension of existing Middleborough/Lakeville service, with one new peak direction trip added to each peak period. The SCR Project included an operations analysis and continuous coordination with MBTA Railroad Operations to evaluate the ability to cycle trains through maintenance and layover, as well as to berth the proposed service at South Station. The one-train increase does not require additional layover or storage space.
39.07	GATRA	No reference is given to double tracking the sections of the Right of Way north of the interlocking where all of the Old Colony trains intersect in order to meet demand and to allow for more efficient and expeditious passenger service to and from the South Station terminus.	The proposed SCR Phase 1 service is primarily an extension of existing Middleborough/Lakeville service, and will not require double tracking improvements on the Middleborough Main Line. While double tracking between Braintree and Boston would provide for improved operational capacity and resiliency, it would be a significant investment beyond the scope of the SCR project. The proposed SCR Phase 1 schedule looks to improve operational resiliency through removing some red line connecting stops from Quincy and JFK stations on the single track, and stopping all trains at Braintree on double track.
39.08	GATRA	Under the preferred option P-1, there appears to be a decrease in passenger boardings from some existing Middleboro-Lakeville Stations as outlined in Table 2.9 in the report and as follows: -90 from Middleboro-Lakeville Station; -20 from Holbrook-Randolph Station, -20 from Montello Station and -10 from Campbello Station. With the significant financial resources invested in this option, why is there an apparent decrease in boarding from these existing stations?	In Phase 1, while many of the riders of the Middleborough Main Line who currently board at the Middleborough/Lakeville Station will board at Pilgrim Junction, others may choose to board elsewhere based on the inputs specified in Section 2.5.2. Similarly, riders at other stations along the route may choose to board at the new stations, resulting in diversions from existing stations.
39.09	GATRA	Has the Project estimated the fare zone and ticket rates for the new service, inclusive of the proposed MBTA fare increase being discussed?	Fares for the proposed Phase 1 service were based on the current MBTA commuter rail monthly fare structure. The ridership model included Pilgrim Junction in Zone 8. Phase 1 service will include Pilgrim Junction in Zone 7, which would make the ride more affordable than the modeling assumptions.
39.10	GATRA	Although the Regional Transit Authorities (RTAs) are willing to assist as it relates to proposed shuttle service, the realities of decreasing ridership, along with resulting passenger service revenue, mandate state subsidies for same have to be discussed. In all likelihood, the regional host municipalities will not be willing to sustain an increased assessment from the RTAs to underwrite this program.	MassDOT is committed to continuing to work with the RTAs in determining route selection and funding.
40.01	FGLK	Freight and passenger services must coexist and curfews must be avoided if possible. It is possible that in the near future, three separate freight operators (CSX, Mass Coastal, and the winner of the bid for operation of the MassDOT lines) will be operating over the lines that the Phase 1 South Coast Rail will operating on. Freight operators need the maximum flexibility to adjust operations to changing needs of freight customers and limiting that flexibility through curfews would make rail freight less competitive. FGLK recognizes that passenger trains have a priority over freight for the operations on the MassDOT lines, but freight requires a priority as well.	The proposed SCR Phase 1 rail infrastructure was designed to provide as much operational flexibility to passenger and freight operations as possible. The proposed SCR Phase 1 service includes windows throughout the day for freight service to operate around passenger service.
40.02	FGLK	Positive Train Control [PTC] is potentially an economic burden for light density rail freight operations. The Commonwealth needs to work with the freight operators to ensure that PTC requirements arising from South Coast Rail do not become an economic burden on the region's rail freight. Finally, the Commonwealth should also provide full financial assistance to cover the costs of installing PTC equipment on the locomotives of the light density freight operators that are required to be equipped as a result of South Coast Rail.	PTC is a federally mandated safety improvement for all commuter rail lines in the country. MassDOT and MBTA are required to implement this communications system on all active lines. MBTA is working with freight operators to facilitate installation of PTC equipment on freight engines in use on active commuter rail lines.
40.03	FGLK	The cost of installing sidings to bring new customers to rail increases significantly when PTC and signal systems are involved. The Commonwealth should be responsible for the incremental costs of installing sidings above the cost of installing an equivalent siding on an unsigaled line.	PTC increases the safety of commuter rail service and is now mandated throughout the country. Implementation by the MBTA will include coordination with freight operators.
41.01	OCPC	the Old Colony Planning Council is in complete support of the South Coast Rail Project Phase 1, with adequate and appropriate mitigation and its phased implementation that will restore commuter rail service sooner between Boston and the Massachusetts South Coast.	MassDOT thanks you for your support.
42.01	RBC	Please accept the attached letter as my personal statement of support for moving forward with Phase 1 of the South Coast Rail Project.	MassDOT thanks you for your support.
43.01	SCDP	We are writing in support of the proposed phased approach for the SouthCoast Rail project, as outlined in the DSEIR.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
44.01	SRPEDD	As stated in our previous letter of April 17, 2017...while we remain convinced of South Coast Rail's potential, via Phase II preferred Stoughton route, to generate economic development, address equity concerns, enhance the state's long-term sustainability/ competitiveness, and improve the quality of life for over 630,000 Southeast Massachusetts residents, we continue to have doubts about the Commonwealth's commitment to building it. And, while we are appreciative of the serious efforts of late that have been made to try and deliver earlier on restoring commuter rail to the South Coast, with the promised commencement of service to the cities of Fall River and New Bedford by 2022 via the proposed Phase I Middleborough Alternative, we remain leery were it to end up being the only phase completed, that after all of the time and money that has been invested over many years to date, it will ultimately prove not to have been worth the wait.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced.
44.02	SRPEDD	The concern, of course, among many, is that any such continued planning on Phase II is merely to satisfy the Corps, and that once/if Phase I is completed, said work will summarily be discontinued.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. MassDOT will continue to coordinate with USACE to complete the design and documentation required to support permit applications for the Full Build.
44.03	SRPEDD	The inclusion of accommodations for electrification of the "southern triangle" in Phase I construction, might help to put such doubters at ease, especially were the Corps to make its approval of Phase I contingent on that inclusion.	Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. Constructing electrification infrastructure in the Southern Triangle years ahead of Full Build electric service is not practicable.
44.04	SRPEDD	A more substantive and genuine commitment to public process would also go a long way, not to mention a concerted effort, heretofore lacking, of specifically engaging those who stand to be directly affected by the implementation of Phase I; namely, City of Taunton and Town of Middleboro residents, businesses and elected officials.	MassDOT conducted a series of six public meetings in September of 2016 throughout Southeastern Massachusetts, including in the Town of Middleborough. Presentations were also conducted in Fall River, New Bedford, Taunton, Easton, and Canton. All were well attended. See the response to comment 32.02 for additional information.
44.05	SRPEDD	Frequently cited in discussion of the need to extend commuter rail service to southeastern Massachusetts, is the fact that Taunton, New Bedford, and Fall River are the only three Gateway Cities within 50 miles of Boston without rail service into the City. Were only the Middleborough (Phase I) Alternative to be implemented, will the benefit to each of the above municipalities be equivalent to that of the other Gateways? While the cities of Fall River and New Bedford will have commuter rail stations in their downtowns – albeit with limited service – Taunton will not. Instead, shuttle service from the downtown area (with a sizable Environmental Justice population of approximately 13,400) to a substitute station on the eastern outskirts of the city, has been proposed. People reliant on this shuttle (plus others arriving or being dropped off by passenger vehicle) will inevitably have to travel along Rte. 140, a corridor already heavily congested with vehicles traveling among local businesses and/or transiting onward to Boston, would add a minimum of 15-30 minutes to the overall trip, thus creating a de facto two-seat ride with added costs in time and money. Is this truly equitable?	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. Communities along the Stoughton Line are still expected to realize the all benefits of the Full South Coast Rail project, as the SCR FEIS/FEIR describes. Phase 1 will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle sooner than would otherwise be possible, thus providing economic and transportation benefits in the near term. If Phase 1 were not implemented, there would not be any service to Taunton until the Full Build project is implemented.
44.06	SRPEDD	As has been voiced at the public meetings, there are multiple concerns as to impacts resulting from the proposed new station in the town of Middleborough, not least of which being the earlier-referenced lack of public participation. But apart from said lack of meaningful opportunity to input on the part of the town, and anticipated further deterioration in peak hour level of service at Rte. 105/495 lights and interchange, and still unaddressed rotary, there is also reason to question some of the data and/or methodologies used to arrive at a number of conclusions in the DSEIR. Among others, for example: the background growth rates used in projecting future conditions appear to be inadequate in that they do not clearly quantify traffic growth patterns at network corridor and intersection levels. There is no discussion of the travel model calibration procedure and results, including those from vehicular and transit miles and trips traveled. And the peak hour factors assumed in the operation analysis and methodologies for developing said factors are likewise not documented.	The background growth rates provided by CTPS were used to develop No-Action traffic volume networks provided in DSEIR Appendix B. The effects of this growth on intersection operations were discussed in DSEIR Chapter 5, Section 5.4.2 and are tabulated by community. A full discussion of travel demand model calibration procedures and results is provided in DSEIR Appendix and was summarized in DSEIR Chapter 5, section 5.2. The peak hour factors assumed (and the entire traffic operations analysis) follow MassDOT procedures for traffic impact studies.

Comment #	Commenter	Comment	Response
44.07	SRPEDD	That the Phase I Middleborough Alternative, as a solely diesel option, would seem to be in conflict with the Governor's recent air quality/GHG mitigation proposals.	As described in DSEIR Chapter 6, the SCR Project will help reduce greenhouse gas emissions by providing new transit options that will result in reduced vehicle miles traveled (VMT), which will in turn result in decreased GHG emissions. The Project will incorporate anti-idling technology for commuter rail trains; install electric vehicle charging stations at commuter rail stations; and specify energy efficient light-emitting diode (LED) lighting at commuter rail stations. Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. While Phase 1 will utilize existing train sets, MassDOT and the MBTA are retiring older locomotives and replacing them with cleaner burning engines to reduce emissions throughout the system.
44.08	SRPEDD	The Middleborough Alternative's footprint moreover includes sections of track slated to be upgraded that are in proximity to one of the greatest concentration of state certified coldwater fisheries resources in the Taunton River Watershed. And its project area in Lakeville and Middleborough has been identified as a Habitat Protection Priority by The Nature Conservancy as part of its eco-regional assessment of the Taunton River Watershed.	The Department of Fish and Game's Coldwater Fish Resource map shows one stream crossed by the Middleborough Secondary (Box Brook in Middleborough) designated as a Certified Coldwater Fish Resource (CFR). This is a tributary to Poquoy Brook, also a CFR. MassDOT is proposing to replace this culvert with one that more-fully meets the stream crossing standards and will improve fish passage. The rehabilitation of the existing single track is not anticipated to have any impact on fisheries habitat in Box Brook.
45.01	MA Audubon	Mass Audubon requests that more specific commitments to mitigation be provided in the Final SEIR.	The details of the proposed mitigation measures will be developed as design progresses, and are included in the project's Notices of Intent and 401/404 permit application. MassDOT will continue to work with permitting agencies, including USACE, NHESP and MassDEP to develop detailed mitigation programs that are specific to the requirements of the regulatory programs they administer.
45.02	MA Audubon	It is not clear if the MassDOT Climate Projections for precipitation events is carried through to the design of stormwater management from runoff associated with the large impervious surfaces (e.g. parking lots) at the new stations. That section mentions applying the NOAA Atlas 2014, which, while an improvement over older historic data, does not address future changes.	The results of the stormwater analysis were used to determine conceptual sizing of stormwater BMPs to mitigate for the increase in peak flow rates from the additional impervious area, as well as provide storage capacity for the required recharge volume and water quality volume. The spreadsheet model is based on TR-55 methodology 37 to calculate peak flow rates. Rainfall inputs were determined based on data provided by the National Oceanic and Atmospheric Administration (NOAA)'s Atlas 14. However, as described in DSEIR Chapter 7, Section 7.2.1, the projected rainfall data and design standards described in the Boston Water and Sewer Commission's 2015 <i>Wastewater and Storm Drainage System Facilities Plan</i> are being taken into consideration as design for the Project's on-site stormwater management systems moves forward, including the design of new culverts.
45.03	MA Audubon	The DSEIR section on stormwater management makes a general commitment to employing LID. However, the descriptions and sketch plans of proposed stormwater management do not in fact embrace a true LID approach. They descriptions refer to collecting runoff from pavement into catch basins, gathering it in pipes and directing it to forebays, retention (infiltration) basins, and similar measures. There are no plans for placing bioretention areas and tree boxes within paved areas to collect stormwater in small quantities at the location where the precipitation falls.	As described in DSEIR Chapter 8, Section 8.4, the MassDEP wetland regulations defines LID techniques as stormwater management systems that are modeled after natural hydrologic features. Low impact development techniques manage rainfall at the source using uniformly distributed decentralized micro-scale controls. Depending on site constraints and further design iterations, the design team will strive to implement the LID approach to the maximum extent practicable.
45.04	MA Audubon	The potential for placing solar arrays on the station roofs and/or on parking canopies should be also be considered.	MassDOT is including the consideration of solar-ready canopies at each of the new stations as part of its design criteria for the stations.
45.05	MA Audubon	The design of stormwater in relation to parking canopies and potential use of bioretention and trees may be somewhat more complex but there may be locations where one or the other of these options may be appropriate and workable, or where a hybrid approach could be pursued with canopies in some parking areas and planted areas in others.	As indicated in DSEIR Chapter 8, Section 8.4.4.2, depending on site-specific soil conditions and environmental concerns, the stormwater BMPs may include a combination of detention, infiltration, and treatment techniques, such as rain gardens, water quality swales, and infiltration basins. Stormwater will be treated as close to its source as possible, and infiltration-based BMPs will be used whenever possible to maximize ground water recharge, reduce stormwater volumes, and remove contaminants. Environmental and site constraints will be reviewed and BMPs will be designed accordingly in compliance with MassDEP Stormwater Management Standards.
45.06	MA Audubon	The Certificate on the NPC called for presentation of a comprehensive mitigation plan to address federal and state wetlands and environmental regulations as well as local bylaws. The DSEIR claims that MassDOT is exempt from local bylaws. This should be clarified.	Local Conservation Commissions through their local wetlands protection bylaw or ordinances do not have the power to refuse to issue or to unreasonably delay the issuance or processing, or unreasonably condition any locally issued permit or approvals that would restrict or prevent completion or unreasonably increase costs of any MassDOT sponsored project that could detract or prohibit MassDOT in the completion of its responsibilities.



Comment #	Commenter	Comment	Response
45.07	MA Audubon	The Certificate also required the comprehensive mitigation plan to include construction period measures, postconstruction monitoring and restoration, compensation if needed, and measures to promote wildlife habitat and to remove/prevent the establishment of invasive species. The descriptions of proposed mitigation are generic rather than site specific. Additional information should be provided in the FEIR.	Specific construction period measures, post construction monitoring and restoration, and other related measures are fully described in the Project's Notices of Intent and Section 401/404 application.
45.08	MA Audubon	The Certificate also required mitigation for rare species impacts and to minimize overall biodiversity impacts. The DSEIR provides general descriptions of measures that could be applied to facilitate safe crossing of the rail line by the state-listed Box Turtle through specially designed trenching features, as well as upland underpasses for a variety of wildlife. However, it does not identify specific locations where those features will actually be installed.	MassDOT has worked with NHESP to identify specific locations for wildlife crossings. These locations are included in the Conservation and Management Plan prepared by MassDOT and submitted to NHESP for its review.
45.09	MA Audubon	A number of culverts will need to be replaced, and the DSEIR provides a commitment to do those replacements with pre-cast concrete box culverts embedded within the channel to provide natural substrate, and increasing the crossing openness wherever feasible through enlarging the cross-section and/or decreasing culvert length. However, the DSEIR does not provide details on specific locations or the extent to which each location will be able to improve toward meeting the stream crossing standards.	Details on culvert replacements have been provided to MassDEP and USACE as part of the Section 404/401 Permit application for State of Good Repair.
46.01	MA Sierra	The Sierra Club remains strongly committed to electric service, not just on South Coast, but throughout the entire MBTA Commuter Rail system. Ultimately, we need the full Stoughton electric or equivalent (e.g., Attleboro bypass). We do not think phase 1 of the project will succeed without delivering electric service. At a minimum, the southern triangle should be electrified in phase 1. (It could start with the New Bedford Main Line if funding is an issue.) The locomotives could be dual power to preserve a single-seat ride. In addition to the environmental benefits of electric traction, electrifying now will avoid Phase 2 inflation costs, and reduce local impact of Phase 1 by having one construction phase instead of two. Electrification in Phase 1 will demonstrate commitment to Phase 2.	The Administration is committed to advancing the design and permitting of the Full Build Project (a.k.a. the Stoughton Straight Electric Alternative). Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston.
46.02	MA Sierra	Service to downtown Taunton needs a better near-term solution. Options for that service include shuttle service to the Northeast Corridor at Attleboro, or additional trains via the Middleborough line originating in Taunton. To the extent possible, assets described in the FEIS/FEIR should be built as part of the interim service.	The East Taunton Station is located in Taunton and will become the closest MBTA Commuter Rail station to downtown Taunton. It will offer convenient access to Routes 24 and 140, and will connect to downtown Taunton via feeder bus service. As discussed in the DSEIR, MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations. It is currently anticipated that all trains originating from New Bedford and Fall River will make scheduled stops at East Taunton station.
46.03	MA Sierra	We think the project will not succeed without service to the Cape. Frequent Cape service will preserve a high level of service to and use of the Middleborough/Lakeville station. A one-seat ride needs to be the solution for the Cape given the enormous tourist market, but a shuttle between the Cape and Bridgewater would be acceptable initially. We are concerned that South Coast phase 1 will limit Cape service. The final EIR needs to state the current capacity of the Middleborough line, and how it will be increased to provide not only good service to South Coast but to the Cape as well. The EIR should also discuss the capacity and performance improvements from the planned implementation of PTC on this line. This analysis should also include possible benefits from the North-South Rail Link on fleet utilization or trip times (since this would eliminate reversals at South Station).	Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line do not impair current service or preclude future increases in service to Cape Cod. The Phase 1 Service is an extension of the existing commuter rail service and will utilize trains that run on the Middleborough Commuter Rail alignment today and run them to Fall River and New Bedford. This will not interfere with the weekend Cape Flyer Service that uses the Middleborough Main Line today. Any increase in service to Cape Cod to allow for daily commuter rail service would need to be accommodated on the same trains that run on this line today. Service could be accommodated through a cross platform transfer at Pilgrim Junction. Increased service to Cape Cod will be studied and modeled from an operations and infrastructure perspective to determine demand and frequency of service.
46.04	MA Sierra	The DSEIR analysis of the Attleboro option was inadequate because of the constraint of a one-seat ride. An Attleboro shuttle would avoid the reversal on Northeast Corridor. This segment too could be electrified to avoid negative diesel impacts. A two-seat ride via Attleboro could be faster than the Middleboro route, particularly if the connection ran express from Attleboro to Route 128. Upgrading the Attleboro Secondary would provide access from Taunton not just to Boston but south to Providence. Passenger projections could be higher than Phase 1 Middleborough if demand to the south is included. This could be a complementary resilient project even if it is not the main route. Finally, modernizing this short section will benefit freight.	As part of the 2013 DEIR for South Coast Rail, Attleboro Alternatives were analyzed. Based on the analysis, the Attleboro Alternative operated with very poor on time performance in the morning and evening, rendering the alternatives operationally unfeasible as they would not meet the MBTA on time standard and adversely impact the other lines on the NEC, which is at capacity. To improve on time performance in the NEC, the construction of a fourth track was proposed between Forest Hills and Back Bay Station and analyzed for impacts, which concluded that it was not practicable considering the potential impacts, construction costs, and construction schedule.

Comment #	Commenter	Comment	Response
46.05	MA Sierra	We support modernizing the entire Secondary from Attleboro to Middleboro since that will create a redundant network that will benefit the entire Southeastern region of the state. Such modernization opens up numerous destination pairs (such as Attleboro–Bridgewater for the University, and New Bedford–Providence) so that service may need to be maintained after Phase 2.	As explained in DSEIR Chapter 2, Section 2.3.3, selecting the Attleboro Alternative for the Phase 1 service would not achieve the goal of Phase 1 to deliver commuter rail service to New Bedford and Fall River in a more timely manner than the Full Build because it would require significant infrastructure improvements. Therefore, this option was dismissed from further consideration. Please see DEIS/DEIR Chapter 3 for a complete analysis of the Attleboro Alternatives. However, efforts including the MBTA's Commuter Rail Vision Study, Focus40, and the Governor's Commission on the Future of Transportation in the Commonwealth will include studies of additional regional rail service.
47.01	PEER NE	MassDOT is silent on the USACE's plans to prepare a Draft Supplemental Environmental Impact Statement (DSEIS) under NEPA for this new phased approach.... This project cannot proceed without this federal environmental analysis, and PEER respectfully requests that MassDOT explain when the DSEIS will be released.	As indicated in its March 23, 2018 comment letter on the DSEIR, the Corps expects to assert its discretionary authority to require an Individual Standard Permit, with a complete public interest review and federal National Environmental Policy Act (NEPA) review process for Phase 1.
47.02	PEER NE	...Despite the fact that Phase 1 has independent utility, MassDOT must examine the impacts from both the Phase 1 and the Full Build scenarios if it persists in claiming that the Full Build will ultimately be built.	The Stoughton Straight Electric Alternative (also referred to as the "Full Build Project") was previously reviewed under the Massachusetts Environmental Policy Act (MEPA). The DSEIR analyzed only the new elements proposed as part of Phase 1 that were not previously analyzed in the FEIS/FEIR for the Full Build Project. The DSEIR presents cumulative impacts considering both the Full Build and Phase 1 components of the Project.
47.03	PEER NE	by coupling the two phases, MassDOT would be rendering the permissible Phase 1 unpermissible due to the cumulative impacts with the Full Build.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. MassDOT will continue to coordinate with USACE to complete the design and documentation required to support permit applications for the Full Build. The SCR Phase 1 project will be reviewed as an EA under NEPA as a project with independent utility.
47.04	PEER NE	PEER believes that Phase 1 sounds suspiciously like the least environmentally damaging practicable alternative (LEDPA). As such, there is no need to build the second phase of this project, the Stoughton Alternative.	The LEDPA determination also considers the Project purpose and goals. These are not fully met by the limited service that Phase 1 will provide, which is why MassDOT is still committed to the Full Build. As noted by ACOE in its comment letter on the DSEIR (Comment 1.02), "the overall project purpose is met through construction of the Stoughton Electric option and was predicated on the full build project as originally proposed. The Phase 1 project is primarily intended to expedite limited service to the south coast while the full build proceeds."
47.05	PEER NE	PEER is baffled as to how Phase 1 of the Project will not add to the overall cost of the Full Build....MassDOT contends that the savings comes from building eight years earlier; however, it is inconceivable that costs will not continue to rise, and if the Full Build is ultimately pursued, that it will not be more expensive to have both routes constructed and in operation.	As indicated in DSEIR Chapter 2, Section 2.6.9, by phasing service, the SCR Program will construct 56% of the Full Build infrastructure in the Southern Triangle at an earlier date than in a non-phased program, which will result in escalation savings of approximately \$152.90 million. This would offset the cost to upgrade the Middleborough Secondary as part of Phase 1, which is estimated to cost approximately \$124.84 million. Phase 1 service and Full Build service will not be in operation concurrently: once the Full Build service commences, regular passenger service along the Middleborough Secondary will cease.
47.06	PEER NE	First, the DSEIR – once again – does not take into account induced traffic. Specifically, if cars are taken off the road and traffic congestion eases, more cars start using the roads. This is a known effect, and many peer-reviewed articles discuss this phenomenon. MassDOT must take induced traffic into consideration when analyzing VMT and air pollution.	The Central Transportation Planning Staff (CTPS) developed and calibrated a Regional Travel Demand Model to examine alternatives specific to Phase 1. This methodology is discussed in DSEIR Chapter 2, Section 2.7.1, Chapter 5, Section 5.2.2, and Appendix A. On a regional level, the model considers these factors and the resultant growth rate provided for input to the traffic analysis accounts for any induced or diverted traffic demands. Induced demand, while theoretically captured in the modeling, is unlikely as it refers to the creation of exclusively new trips that do not occur today (i.e., someone who does not drive today, choosing to drive in the future because other people traveling the same or similar route shift to commuter rail). Projects of this nature typically see diverted demands – demands shifting from one roadway to another as capacity becomes available. Diverted demands are not typically significant from a regional perspective (the shift generally does not span multiple regions), but it is expected (and encouraged) that as capacity becomes available due to transit accessibility, vehicle using local roadways to avoid existing congestion would shift back to major collectors and arterials, where they are meant to be.

Comment #	Commenter	Comment	Response
47.07	PEER NE	MassDOT and its consultants should ensure that these nine vernal pools are not adversely impacted from hydrocarbons and other pollutants from the diesel trains.	<p>The vernal pools are adjacent to the freight rail tracks, and are currently exposed to diesel emissions from trains. As stated in the FEIS/FEIR (p. 4.9-36), the emissions from train locomotives initially rise above the train engine due to the high exit temperatures and flow rate out of the exhaust. The emissions are subsequently carried away from the train track and gradually fall to the ground. The air quality analysis calculated the pollutant concentrations at various distances from source and sorted for the highest concentrations at the location that it would occur. Pollutant concentrations closer to the train tracks would be lower or zero depending upon the initial exhaust plume rise and rate that the train locomotive emissions fall to the ground. It should be noted that the pollutant concentration increases from train locomotives emissions are very small. These increases represent 1.5 percent or less of the worst-case total concentrations and would not result in any air quality impacts on receptor locations adjacent to the train tracks.</p> <p>Following completion of the Greenbush Line, the MBTA conducted monitoring of vernal pools. According to the most recent report available (2009) for research conducted in conjunction with that project, no difference has been observed in water quality data from sites within the vicinity of active rail when compared to water quality data for comparable water resources not near an active rail line.</p>
47.08	PEER NE	In addition, MassDOT fails to consider protecting these vernal pools from herbicide spraying....PEER requests that this No-Application zone also be afforded to the vernal pools.	As described in DSEIR Chapter 9, Section 9.3.3, in accordance with the DFA requirements, areas within 10 feet of a surface water or wetland must be designated as No-Application zones for herbicide spraying. Identified and certified vernal pools are indicated on Figure 9-3.
47.09	PEER NE	It is baffling how MassDOT suddenly considers the Middleborough Alternative practicable. PEER agrees that Middleborough is indeed practicable, and in fact the LEDPA. We had urged MassDOT to consider Middleborough for years. However, we respectfully request an explanation as to how this happened – perhaps if we can understand why MassDOT changed its mind so drastically, we can prevent future delays and expenditures on other projects.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. Although the Middleborough route does not fully meet the criteria for service, it does provide an option for some earlier passenger service because it takes advantage of existing active freight rail lines with operational capacity (the Middleborough Secondary, New Bedford Main Line, and Fall River Secondary) and is an extension of existing service on the Middleborough Main Line.
48.01	Livable Streets	There should be a focus to bringing rail stations to town centers and areas with a high walk shed, maximizing the number of people who are within walking or biking distance of stations. In Phase 1, the New Middleborough Station plan accomplishes this well, moving the station from outside of town to near the town center, but many of the other station locations such as East Taunton & Freetown (while perhaps tactical stations that will be removed or re-built during the Full Build) are “Park & Ride” type stations with minimal walk shed.	Unfortunately, there were no feasible station locations close to population centers in Taunton and Freetown. As described in DSEIR Chapter 13, Section 3.3.7, the Project is expected to induce growth in the vicinity of the new stations, and Phase 1 may lead to the conversion of undeveloped lands to developed land near the two new proposed stations. To guide this anticipated future development, the South Coast Rail Economic Development and Land Use Corridor Plan created “a blueprint for clustering jobs and homes around stations, maximizing the economic benefits of rail investment, minimizing sprawl development, and preserving the farms, fields, and forests of the South Coast.” This same approach is anticipated to be applied to the new Phase 1 stations (East Taunton and Pilgrim Junction).
48.02	Livable Streets	The targeted levels of service in this Phase 1 (6-7 total new trains per day to/from New Bedford & Fall River), while of benefit to commuters headed into Boston, are at a low level of service that may have limited impacts on their ability to spur transit oriented development (and associated economic development) across the region and help drive modal shift.	While the Middleborough route did not meet these criteria, it will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle sooner than originally anticipated, thus providing economic and transportation benefits in the near term. Communities north of the City of Taunton are still expected to realize the full benefits of the Full South Coast Rail project, as the SCR FEIS/FEIR describes.
48.03	Livable Streets	The lack of integration or planning into a potential Regional Rail system (as proposed by Transit Matters and currently being studied by the Commonwealth) limits the larger regional impact of this new service as it maintains the current “Commuter Rail” vision of transporting workers into the city in the morning and then returning in the evening, as opposed to a true Regional Rail system with frequent services throughout the day and on weekends.	Efforts including the MBTA's <i>Commuter Rail Vision Study</i> , <i>Focus40</i> , and the <i>Governor's Commission on the Future of Transportation in the Commonwealth</i> will include studies of additional regional rail service.
48.04	Livable Streets	The tactical use of diesel locomotives to provide service definitely serves a tactical goal of establishing service in the short-term, but without MassDOT & the MBTA adopting an end-date for diesel traction power and a plan to electrify the entire South Coast Rail Corridor (as in the Full Build version of the plan), these diesel locomotives will continue to provide a higher environment impact, lower speed service, higher headways, higher maintenance costs and higher amounts of out-of-service time than a fleet of Electric Multiple Unit (EMU) trains.	The Administration is committed to advancing the design and permitting of the Full Build Project. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. While Phase 1 will utilize existing trainsets, MassDOT and the MBTA are retiring older locomotives and replacing them with cleaner engines to reduce emissions throughout the system.

Comment #	Commenter	Comment	Response
48.05	Livable Streets	Continuing to invest in a system that uses diesel traction runs counter to the Commonwealth's plans to reduce greenhouse gas emissions, especially given that transportation is currently the largest contributors to greenhouse gas emissions in the Commonwealth.	As described in DSEIR Chapter 6, the SCR Project will help reduce greenhouse gas emissions by providing new transit options that will result in reduced vehicle miles traveled (VMT), which will in turn result in decreased GHG emissions; incorporating anti-idling technology for commuter rail trains; installing electric vehicle charging stations at commuter rail stations; and specifying energy efficient light-emitting diode (LED) lighting at commuter rail stations. Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. While Phase 1 will utilize existing trainsets, MassDOT and the MBTA are retiring older locomotives and replacing them with cleaner engines to reduce emissions throughout the system.
48.06	Livable Streets	The bottlenecks of the Old Colony Line and South Station, combined with the continued reliance on slower diesel traction, will limit the Commonwealth's ability to increase service if high demand is seen, and MassDOT and the MBTA need to advance plans to address these core infrastructure capacity problems (with solutions such as a full double-tracking of the Old Colony Line, full electrification of the MBTA rail system, building the North-South Rail Link or expanding capacity at South Station via better train movements or other solutions).	Thank you for your comment. Capacity constraints on the Old Colony Line and at South station are beyond the scope of the SCR project, and are being addressed via other efforts.
49.01	Bristol Chamber	On behalf of the Boards of Directors of the Bristol County Chamber of Commerce, we urge all that are involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your support.
50.01	FR OED Medeiros	I am writing to express my unequivocal support for Phase I of the South Coast Rail project.	MassDOT thanks you for your support.
51.01	NB Chamber	I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your support.
52.01	NB EDC	We heartily endorse the current approach to build the project in phases so that we can derive the economic benefits in the shortest window possible with the understanding that the full build approach remains the long term goal.	MassDOT thanks you for your support.
53.01	Immigrants	As the Executive Director of the Immigrants' Assistance Center, Inc. (IAC), an agency in New Bedford that provides social services to thousands of immigrants per year, I believe that the residents of Southeastern Massachusetts deserve commuter rail service to Boston....We need to see phase 1 of the South Coast Rail Project completed by 2022	MassDOT thanks you for your support.
54.01	Jobs for Progress	I am writing to express my unequivocal support for Phase 1 of the South Coast Rail project.	MassDOT thanks you for your support.
55.01	Independence Assoc.	The new plans call for elevators in some locations IE: Taunton. The MBTA has done a poor job in maintaining elevators, escalators and other mobility access devices like that in the past. This affects the ability of persons with disabilities to rely on full access to work, world class healthcare, and freedoms our non-disabled brothers and sisters enjoy to participate fully in society if we are unable to depend on the infrastructure put in place. This is a Civil Rights concern.	All new stations will be designed and maintained to be ADA accessible.
55.02	Independence Assoc.	All accessible routes to platforms Must be well maintained and free of barriers even in the future. This includes the sidewalks, and other modes of public transportation to access the stations.	All new stations will be designed and maintained to be ADA accessible.
55.03	Independence Assoc.	From a Civil Rights perspective, bypassing the Stoughton route creates hardship for a significant population of persons in the greater Taunton area. This is not addressed appropriately in the plan.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of the Middleborough Secondary for Phase 1 service is not an alternative to the Full Build. Phase 1 will be implemented while the design and permitting of the Full Build continues to be advanced. Phase 1 will bring commuter rail service to the City of Taunton and the communities in the Southern Triangle sooner than originally anticipated, thus providing economic and transportation benefits in the near term. Communities north of Cotley Junction are still expected to realize the full benefits of the Full Build South Coast Rail project, as the SCR FEIS/FEIR describes. As discussed in the DSEIR, MassDOT is working with GATRA to provide bus service from the center of Taunton to the East Taunton station during Phase 1 operations to improve access to other parts of the City of Taunton. It should also be noted that the state's Environmental Justice policy does not imply that environmentally beneficial projects in one location within the state must be replicated in other areas of the state just because that area contains an EJ community.
50.01b	FR OED Fiola	I am writing to express my unequivocal support for Phase 1 of the South Coast Rail project.	MassDOT thanks you for your support.





## Responses to Public Comments

---



This Page Intentionally Left Blank.

**Patel, Purvi (EEA)**

---

**From:** rahimseacoast@aol.com  
**Sent:** Sunday, March 18, 2018 10:27 PM  
**To:** Patel, Purvi (EEA); Paul@rassem.realtor  
**Subject:** Southcoast Rail

Dear Mr Patel

56-1 We, the residents of Southcoast will appreciate your efforts regarding the accessibility of the Rail in this area. The rail could offers many young& educated generations in our area the opportunity to live in our area and have the access to work in Boston, Quincy or RT 24 area with high tech companies.

56-2 Also Southcoast area has more affordable rental rates which could enable the young generation from big city who currently not able to afford to live in the metropolitan area to participate in the "big city" job market.

The rail will be beneficial to both, the SouthCoast area and Boston.

Regards

Rahim Aghai  
Lantern Realty LLC  
331 Union Street  
New Bedford MA 02740

**Patel, Purvi (EEA)**

---

**From:** Melinda Ailes <mlailes@msbdc.umass.edu>  
**Sent:** Wednesday, February 28, 2018 3:16 PM  
**To:** Patel, Purvi (EEA); Fox, Jean (DOT)  
**Subject:** South Coast Rail DSEIR

**To:** Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office – Purvi Patel EEA #14346

**From:** Melinda L. Ailes

**Date:** February 28, 2018

**Re:** South Coast Rail Draft Supplemental Environmental Impact Report

57-1 I would like to strongly recommend that the DSEIR be accepted without additional review, that the we move forward with this initiative and that we also move forward simultaneously with the preferred Stoughton Route. Thank you.

Melinda Ailes

Patel, Purvi (EEA)

---

From: Howe Allen <howe@howeallen.com>  
Sent: Friday, March 23, 2018 1:03 PM  
To: Patel, Purvi (EEA)  
Cc: Bill Straus  
Subject: SouthCoast Rail

58-1 I'm in complete favor of the SouthCoast rail project. For those of us who must commute to Boston it will be a great time and money saver as well as better for our environment. The sooner the better!

Howe Allen  
Howe Allen Realty  
857.222.3214 mobile|text

Downtown New Bedford  
185 Union St., New Bedford, MA 02740

Fairhaven Village Center  
43 Center St. Fairhaven MA 02719

HoweAllen.com | 888.491.9993

Sent from my iPhone

Patel, Purvi (EEA)

---

From: Karen Almeida <kalmeida@jackconway.com>  
Sent: Friday, March 16, 2018 9:52 AM  
To: Patel, Purvi (EEA)  
Cc: Paul Chasse  
Subject: Southcoast Rail

To Whom it May Concern,

59-1 I am writing to you today to ask for your support for the South Coast Rail. Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

**Karen Bailey Almeida, Manager**  
**Jack Conway Real Estate**  
**6 County Rd.**  
**Mattapoisett MA 02739**  
**508-789-3080 (c)**  
**508-758-4944 (o)**

Patel, Purvi (EEA)

---

From: Stacy Antonio <Stacy.Antonio@comcast.net>  
Sent: Friday, March 16, 2018 12:18 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Southcoast Rail

Good afternoon,

60-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you!

Stacy Antonio  
Berkshire Hathaway HomeServices Mel Antonio Real Estate  
1160 Rockdale Avenue  
New Bedford MA 02740  
Office 508-991-6661  
Fax 508-991-6662  
[www.bhhsmlantonio.com](http://www.bhhsmlantonio.com)

Searching for homes has never been easier!  
Download our free mobile app: <http://app.bhhsre.com/BHHSMA310>

Patel, Purvi (EEA)

---

From: Debrah Atteberry <attaboyatteberry@aol.com>  
Sent: Friday, March 16, 2018 12:55 PM  
To: Patel, Purvi (EEA)  
Subject: Rail service

61-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.

Thank you!

Debrah Atteberry  
RE/MAX Right Choice  
570 Robeson Street  
Fall River, MA 02720

Lic.# 9532843  
508-932-0402 cell  
[attaboyatteberry@aol.com](mailto:attaboyatteberry@aol.com)

Sent from my iPhone



Patel, Purvi (EEA)

---

From: Debrah Atteberry <attaboyatteberry@aol.com>  
Sent: Thursday, March 22, 2018 12:22 PM  
To: Patel, Purvi (EEA)  
Subject: Rail service

61-2 The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

Thank you!

Debrah Atteberry  
RE/MAX Right Choice  
570 Robeson Street  
Fall River, MA 02720

Lic.# 9532843  
508-932-0402 cell  
[attaboyatteberry@aol.com](mailto:attaboyatteberry@aol.com)

Sent from my iPhone

Patel, Purvi (EEA)

---

From: Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
Sent: Thursday, March 22, 2018 11:37 AM  
To: Patel, Purvi (EEA); Patel, Purvi (ENV) (purvi.patel@state.ma.us); Nancy Farrell (Reginavilla); Sarah Paritsky (Regina Villa Associates)  
Subject: FW: Southcoast Rail

[Comment Letter](#)

**From:** Tracy Barbosa [<mailto:tracy@duendeglass.com>]  
**Sent:** Thursday, March 22, 2018 11:34 AM  
**To:** Fox, Jean (DOT)  
**Subject:** Southcoast Rail

Hello,

62-1 Boston's commuter traffic can be equated to a heart attack. Boston being the heart, and all its  
62-2 arteries clogged and dysfunctional. We NEED a proper Southcoast Rail service much like the  
Long Island Rail Road in NY. Rolling schedule of convenient travel times, and speed. Boston  
will FLOURISH with healthy growth with a clean, proper rail system.

ALSO, we need art on the rails! I would love to work on that project once it comes around.  
Massachusetts deserves the healthy movement of other great states and cities.

I myself, would use this rail in lieu of driving every time!

Thank you for your time,  
Tracy Barbosa

**Tracy Silva Barbosa** *co owner*  
Duende Glass LLC  
*Architecture adorned.*  
  
p: 508-971-3223  
m: 631-745-5017  
a: PO Box 50881 NB, MA 02745  
w: [duendeglass.com](http://duendeglass.com)





Nicholas M. Christ  
BayCoast Bank  
330 Swansea Mall Dr.  
Swansea, MA 02777  
March 16, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

- 63-1 BayCoast Bank proudly supports advancing Phase I of the South Coast Rail project. The two phase approach offers significant time and cost savings, which make near-term commuter rail service to the South Coast a real possibility. The economic development opportunities offered by South Coast Rail will be important drivers in the future of the region. Further, the recently published Draft Supplemental
- 63-2 Environmental Impact Report demonstrates the benefits of expanded commuter rail service to the South Coast. By improving access to the Boston market, the South Coast will further integrate with the global 21<sup>st</sup> century economy.

Sincerely,

Nicholas M. Christ  
President & CEO  
BayCoast Bank

---

Patel, Purvi (EEA)

---

From: Team Bell Real Estate <buyandsellteambell@gmail.com>  
Sent: Thursday, March 22, 2018 4:37 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: SouthCoast Rail

- 64-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.

Thank you,

Andrea

--  
Andrea Belanger | 774-644-2777 License 9552590 - REB.0018458  
Tammy Belanger | 508-965-4147 License 9088542  
RE/MAX Right Choice  
570 Robeson Street  
Fall River, MA 02720  
Tel: 508-677-3629  
Fax: 508-674-8333



Virus-free. [www.avg.com](http://www.avg.com)

Patel, Purvi (EEA)

From: Bender, Claudia <C.Bender@easternbank.com>  
Sent: Wednesday, March 21, 2018 2:48 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

65-1

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Claudia Bender, CFP®  
Vice President  
Eastern Bank Wealth Management  
33 Enterprise St. Suite 10  
Duxbury, MA 02332  
Ph: 781-261-2149  
F: 781-586-6176  
Email: [c.bender@easternbank.com](mailto:c.bender@easternbank.com)

**Investment Products:** Not insured by FDIC or any federal government agency. Not deposits of or guaranteed by any bank. May lose value.



=====

The information contained in this electronic communication is intended to be sent only to the stated recipient and may contain information that is confidential, privileged or otherwise protected from disclosure under applicable law. If the reader of this message is not the intended recipient or their agent, you are hereby notified that any dissemination, distribution or copying of the information is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

=====

Patel, Purvi (EEA)

From: Scott Bernard <[scott.m.bernard@gmail.com](mailto:scott.m.bernard@gmail.com)>  
Sent: Thursday, March 22, 2018 11:01 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: South Coast Rail Written Comments for the Official Record  
Attachments: [March19MBTAMeeting.pdf](#)

Ms. Patel:

I am writing in order to express my objections concerning what is being called Phase I of the South Coast Rail Project. I know that others will submit comments concerning the negative economic and environment effects of Phase I to the towns of Middleboro and Lakeville and the City of Taunton. Although I certainly agree with the statements I heard at public meeting on those particular matter, I wish to address issues that are a little more within my expertise as a longtime user of the commuter rail to and from Middleboro/Lakeville.

66-1

First I wish to state that I agree that both New Bedford and Fall River need a rail connection with Boston. I do not believe, however, that the phased plan proposed will result in the quality service that the South Coast, and indeed South Eastern Massachusetts deserves. As a matter of fact, I firmly believe that the phased version of this project will result in a further deterioration to already defective commuter rail service along the already overburdened Old Colony Line.

The three pronged Old Colony Line, reopened in 1997, has never enjoyed the level or quality of service that has been available along the other commuter rail lines. The main problem lies between Quincy Center Station and Boston South Station, where there is an eight mile bottleneck caused by the fact that there is only a single track. Currently three lines feed into this single track: Middleboro/Lakeville, Kingston, and Greenbush. Already, small delays in any one of the lines in either direction can result in traffic back up and delays along the other two lines. Speaking from experience, nearly every morning in my commute into Boston over the course of eight years on the 8:07 inbound from Middleboro/Lakeville, the train stops, often for ten minutes at a time, outside Braintree Station waiting for an outbound train to pass. The 8:07 is consistently ten minutes late in its scheduled arrival at South Station.

66-2

Similar back ups are frequent along all three lines. In the two weeks preceding March 19 (excepting the two days in this period where there were significant weather events) there were 105 delays between the three lines, many were the result of delays that began along one of the other lines (see attached PDF, a listing of all the tweets from MBTA\_CR concerning delays in this period). Now MassDOT proposes to add the equivalent of another full line (with Fall River and New Bedford feeding into Middleboro through the proposed Pilgrim Junction). Although MassDOT states that this will only result in one extra train run into and out of Boston, the line is already at capacity. Additionally, with the increased distance between the two new rail termini, any delay prior to Middleboro will only be magnified.

66-3

Respectfully submitted,

Scott M. Bernard, Esq.  
11 Myrtle Avenue  
Middleborough, MA 02346

[illegible][illegible][illegible][illegible]







**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Replying to @mWisee  
 Hello! Yes, we see that Train 008 is about 12 minutes late approaching JFK/UMass. We have been experiencing some delays on the single track in that area because of the delayed trains on the Greenbush Line from residual signal issues. Our apologies on the delay! -AR

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 074 (7:03 am inbound) is operating 10-20 minutes late between West Hingham & S. Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 072 (6:37 am from Greenbush) is operating 10-20 minutes behind schedule between West Hingham and South Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Update: Greenbush Train 071 (6:54 am outbound) has departed South Station and is 15-20 minutes late due to late arrival of inbound equipment.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 071 (6:54 am outbound) has yet to depart South Station and is 15 minutes behind schedule.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Replying to @DrewSpencer  
 Hello! Train 072 is operating about 15-20 minutes late and is currently between North Scituate and Cohasset stations. There is an issue with the GPS reporting to the mobile applications today for this train. -AR

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 072 (6:27 am from Greenbush) is operating 10-20 minutes behind schedule between North Scituate and South Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 070 (5:40 am from Greenbush) is operating 10-20 minutes behind schedule between Greenbush and South Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Line Train 067 (9:45 pm from South Station) is operating 10-15 minutes behind schedule between Weymouth Landing/Beane and Greenbush.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Line Train 065 (8:20 pm from South Station) is operating 10-15 minutes behind schedule between Quincy Center and Greenbush due to train traffic.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 074 (7:03 am inbound) is operating 15-25 minutes between West Hingham & South Station due to a mechanical issue.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 074 (7:03 am from Greenbush) is operating 10-15 minutes late between Cohasset & South Station due to a mechanical issue.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Update: Train 070 (5:40 am from Greenbush) is now operating near schedule between Northampton Junction and South Station.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 073 (5:45a inbound) has departed Greenbush & is operating 5-10 minutes late en route to South Station due to an earlier mechanical issue.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 075 (6:40 am from Greenbush) will depart Greenbush behind schedule due to a mechanical issue. Updates to follow.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Line Train 067 (9:45 pm from South Station) will make a stop at JFK/UMass to accommodate passengers from Train 065.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 076 (7:50 am from Greenbush) is operating 5-10 minutes behind schedule between North Scituate and South Station due to train traffic caused by a delayed inbound train.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Line Update: Storm related signal repair has been completed. Greenbush line trains are operating near schedule.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Line Notice: Storm related signal repair work continues, but delays of up to 5-10 minutes may occur while work is underway.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 062 (11:50a inbound) has departed Greenbush & is operating 10-20 minutes late en route to South Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 062 (11:50 am from Greenbush) has not yet departed Greenbush and is now 5-10 minutes behind schedule due to the late arrival of the outbound train.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Replying to @mWisee  
 Hello! We're sorry for the uncomfortable commute. An alert was posted last night and running through today advising of expected 10-20 min delays on the Greenbush Line. -AR

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 076 (10:00am from South Station) is operating 10-20 minutes late between W Hingham Greenbush due to train traffic.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 076 (11:50 am from Greenbush) is expected to depart Greenbush behind schedule due to the late arrival of the outbound train.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 076 (10:30 am from South Station) is operating 10-15 minutes behind schedule between Quincy Center and Greenbush.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Update: Greenbush Train 079 (6:50 am inbound) is operating 10-20 min late between Cohasset & South Station due to residual signaling issues following the storm.

**MBTA Commuter Rail** (MBTA, CR) - May 5  
 Greenbush Train 078 (6:50 am from Greenbush) is operating 5-10 minutes behind schedule between North Scituate and South Station due to residual signaling issues following the storm.

Patel, Purvi (EEA)

---

From: Debby Boiros <debbyboiros@yahoo.com>  
Sent: Friday, March 16, 2018 12:17 PM  
To: Patel, Purvi (EEA)  
Subject: Southcoast Rail phase 1

67-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. Route 24 has had an inordinate amount of traffic, thus more accidents as people travelling from Fall River, New Bedford and Taunton and even Tiverton, RI use this route to the Boston area.

67-2 I am 66 years old, a Realtor and have been hearing about a rail since I was 15. Areas that were not considered long ago now have the rail system yet the forgotten stepsister is still waiting.

I urge you to complete phase 1 of the project by its intended date of 2022. Thank you.

**Debby Boiros, ABR,CDRS** Lic # 9048896  
Kelly Lewis Realty/CGRES  
508-559-3279  
[www.debbyslist.com](http://www.debbyslist.com)

**"ASSISTANCE is the DIFFERENCE"**

The finest compliment I can receive is a referral from my trusted clients. Thank You!  
ABR = Accredited Buyer Rep CDRS = Certified Default Resolution Specialist

Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties

Patel, Purvi (EEA)

---

From: Bill Boles <wboles@jackconway.com>  
Sent: Friday, March 16, 2018 10:25 AM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail Project

68-1 Before I retired and became a realtor , I commuted to BOSTON everyday by car. The commute was exhausting. The option of going to the train station in Middleboro was not appealing because I lived in Dartmouth. The ride to the station would have taken 30 to 40 mins. I might as well have kept driving to BOSTON.

68-2 The train would not only would have helped me, but countless others to lessen the burden of driving to BOSTON . The train would lower the amount of commuter traffic. It would lessen concerns about air quality.

68-3 Another reason to have train service , would be to have professionals who cannot afford homes in the METRO BOSTON area , to be able to buy homes here at a lower price and commute. These professionals would add tax property income to all towns and they would become a part of a community . These professionals may get involved with our local politics , churches , and schools . Their ideas would or could benefit us in a lot of areas.

68-4 This project has been kicked around long enough. The most viable option is the MIDDLEBORO track . This is less expensive and would suffice the needs of all the residents. Taunton and Fall River should be able to connect to MIDDLEBORO. Taunton has voiced the most concerns . I was wondering if a shuttle service could be entertained to get folks in Taunton to Fall River or Middleboro , if the connection by track is not viable.

Yours truly,  
Bill Boles

Bill Boles  
Jack Conway & Co.  
6 County Rd.  
Mattapoisett, Mass. 02739  
Office: 508 758 4944  
Cell: 508 491 6700

Patel, Purvi (EEA)

---

From: Lisa Boragine <lisaboragine@gmail.com>  
Sent: Tuesday, March 06, 2018 8:56 AM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: South Coast Rail SDEIR public comment

- 69-1 I share the concern voiced by Middleboro Selectmen about environmental, local traffic, and economic impacts with Middleboro Phase 1 South Coast Rail plan. There will be increased traffic around the route 28 rotary and the project could possibly add dangerous chemicals to Middleboro drinking water. The traffic "study" was one day. didn't take into account the difference between traffic in June and other times of the year - there are seasonal traffic differences that must be accounted for.
- 69-2 The South Coast rail project has had numerous studies that show that the Stoughton route is much preferred. We need to go electric, it's the best way for the state to reduce its' carbon footprint. So why is the Middleboro route being completed at all? There needs to be an investigation into who specifically financially benefits from this Middleboro plan, because it makes no sense to spend limited state funds on this transportation plan. There already is a
- 69-3 Middleboro station. We don't need a second station when the people of Fall River and the people of New Bedford still have zero access. The state shouldn't ram through an unpopular plan
- 69-4 despite the lack of public support.
- 69-5

Lisa Boragine, 11 Titicut Road Raynham MA 02767  
508 579 7188

Patel, Purvi (EEA)

---

From: Crystal Bradwin <crystalbradwin@gmail.com>  
Sent: Thursday, March 22, 2018 10:13 PM  
To: Patel, Purvi (EEA)  
Subject: IN SUPPORT OF SOUTH COAST RAIL

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)

- 70-1 Please bring early commuter rail service to New Bedford, Fall River and Taunton. This is innovative, costs less and avoids some of the very tricky environmental challenges posed by only using the "Stoughton Route"
- 70-2 I worked at UMass Dartmouth as the University Architect for 9 years. This rail would allow students to commute from anywhere along the line. A Taunton resident could save tuition by commuting to UMass Dartmouth vs into Boston.
- 70-3 As a Fairhaven resident, I appreciate that my daughters and I would be able to commute into Boston. Families would be more likely to take a trip into Boston.

Fairhaven, MA resident  
Crystal Bradwin

Patel, Purvi (EEA)

From: David Brodeur <dbrodeur4@comcast.net>  
Sent: Wednesday, February 21, 2018 7:17 PM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: Rail Comments  
Attachments: Southcoast Rail.pdf

Good evening

Thank you for your presentation at today's meeting for The South Coast Rail. I look forward to your progress. I have attached my comment sheet to this email.

Thank you, David

David Brodeur Co-owner Beacon Paint and Hardware

Cell 508-971-5680 Office 508-995-1766 Fax 508-995-3519



#### DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 28, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

71-1

71-2

71-3

This project is badly needed. The New Bedford area in particular has very little job growth. There are a lot of people from the area commuting daily. The area is depressed and this can only help. I have been a part owner of a retail business in the Kings Highway area for 35+ years. I welcome the project.

NAME David Brodeur TITLE Co owner  
ORGANIZATION Beacon Paint & Hardware ADDRESS 513 Church St HB 02445  
EMAIL ADDRESS: dbrodeur4@comcast.net



Patel, Purvi (EEA)

From: Abraham Brody <abrody@macmaps.com>  
Sent: Monday, March 12, 2018 4:58 PM  
To: Patel, Purvi (EEA)  
Subject: suggestions for commuter rail

Hi Patel,  
I saw the e-mail about the event tomorrow. I can't attend due to the weather. I would like to offer these pieces of suggestions:

- 72-1 1. Dualize all railway lines at each station so delays due to snow are less problematic on the I haOld Colony lines.
- 72-2 2. Build a monorail down route 3 to Sagamore and even Cape Cod.
- 72-3 3. Build a monorail between South Station and North Station.

Reasons for monorail success can be retrieved from [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.monorails.org\\_&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns\\_w&r=Uf3hQPyr79cpfFoGqureXZbLP\\_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4\\_vkngXtL38E&s=sMm\\_LizmTv-9d3UH3J7Atk0z22tlvSdFcPXRGSZaDTY&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.monorails.org_&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns_w&r=Uf3hQPyr79cpfFoGqureXZbLP_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4_vkngXtL38E&s=sMm_LizmTv-9d3UH3J7Atk0z22tlvSdFcPXRGSZaDTY&e=)

- 72-4 4. Electrify all lines to offer faster service. Kingston to Braintree can be done in half an hour if electric engines are used.
- 72-5 5. Fix the connection to Plymouth so backtracking does not need to be done to enter Plymouth, and offer more trains to Plymouth.
- 72-6 6. For the New Bedford Extension, make sure New Bedford trains only take an hour to get Boston. If that means reducing the stops for New Bedford trains, that would help.
- 72-7 7. Use Snowplow engines on both sides of the commuter rails and set them up before storms. That will help get trains moved out quicker when it snows.

I have applied to get a Masters of Science and Engineering, and would like to offer consulting services to MassDOT as I used to work for Federal Aviation Administration, and NOAA in making air transportation charts and navigation routes for boats with computerized models. I live in Mashpee, and run my own consulting service through [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.macmaps.com\\_&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns\\_w&r=Uf3hQPyr79cpfFoGqureXZbLP\\_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4\\_vkngXtL38E&s=wXOGMOHZMzSHUMQPLTdx5j99dl3a4EP2l8CqrQEVqNM&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.macmaps.com_&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns_w&r=Uf3hQPyr79cpfFoGqureXZbLP_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4_vkngXtL38E&s=wXOGMOHZMzSHUMQPLTdx5j99dl3a4EP2l8CqrQEVqNM&e=)

If there are any managers at MassDOT you think I should talk with I can be connected also on LinkedIn via [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.linkedin.com\\_in\\_macmaps&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns\\_w&r=Uf3hQPyr79cpfFoGqureXZbLP\\_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4\\_vkngXtL38E&s=poyrn20SveDW-5\\_MAWMdGzxmKAlmpB23CIIeq805E5ZQ&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.linkedin.com_in_macmaps&d=DwlDaQ&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns_w&r=Uf3hQPyr79cpfFoGqureXZbLP_AluHikFTQAsWbQ10&m=6hbjlEttErEpYtpDtZ6hOOZ4lncfTNw4_vkngXtL38E&s=poyrn20SveDW-5_MAWMdGzxmKAlmpB23CIIeq805E5ZQ&e=)

Thank you.  
Sincerely,  
Abraham Brody

Patel, Purvi (EEA)

---

From: South Coast Rail (DOT) <south.coast.rail@state.ma.us>  
Sent: Thursday, March 22, 2018 7:09 PM  
To: Emily Christin; Sarah Paritsky  
Subject: FW: Phase 1 So Coast Rail

---

From: Douglas Brown  
Sent: Thursday, March 22, 2018 7:09:05 PM (UTC-05:00) Eastern Time (US & Canada)  
To: MassDOT South Coast Rail  
Subject: Phase 1 So Coast Rail

To ; So Coast Rail Managers

I am a Falmouth Selectman, but my comments are based on my own personal views.

- 73-1 As a Falmouth resident I urge you to implement phase 1 with the Middleboro line. It seems the most  
73-2 cost effective use of public funds. Rail service to New Bedford would be an excellent partnership with  
73-3 Steamship Authority plans to expand service to Marthas Vinyard from New Bedford. I hope there could  
also be continued service to North Falmouth. There is still state land there that could facilitate a station.

The Shining Sea Bikeway begins where the rail line ends. A beautiful 10 mile bike ride to Woods Hole awaits rail passengers as they arrive in North Falmouth. It could be a very nice route.

Thank you, Douglas Brown  
10 Green Acre Rd  
East Falmouth Ma 02536  
508 560 4149

Sent from my iPad

Patel, Purvi (EEA)

---

From: Kristi Butler <kristi@marderbrands.com>  
Sent: Wednesday, March 21, 2018 10:55 AM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: SouthCoast Rail Project

- 74-1 Better access to higher earning wages, better access to universities, better access to medical specialists  
and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the  
SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of  
Southeastern Massachusetts.

Thank you.

Best Regards,

Kristi Butler  
Marder Trawling, Inc.  
28 Union St.  
New Bedford, MA 02740  
ph: (508)992-1722  
fax: (508)991-3245  
[www.marderbrands.com](http://www.marderbrands.com)

Patel, Purvi (EEA)

---

From: David Cabral <dcabral@fivestarcpanies.net>  
Sent: Wednesday, March 21, 2018 12:37 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: SouthCoast Rail Project

Dear Secretary Matthew A. Beaton,

For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston.

75-1 As significant taxpayers of the Commonwealth, we deserve commuter rail service to Boston to provide a host of economic opportunities to areas of the Southern triangle that have been promised better.

75-2 Better access to higher wages, universities, top medical specialists and facilities; in addition to more opportunity for travel and tourism.

We need to see Phase 1 of the SouthCoast Rail Project completed by 2022.

I ask all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you.



CC: Jean Fox    MassDOT

Patel, Purvi (EEA)

---

From: William M. Callahan <bill@callahanre.com>  
Sent: Thursday, March 22, 2018 4:19 PM  
To: Patel, Purvi (EEA)  
Cc: Paul Chasse  
Subject: South Coast Rail

To whom it may concern

I just spoke to a Seller toady and we have a land listing for over a year. This market needs good jobs and people need affordable housing!

76-1 New Bedford and Fall River residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

Thank you,

Best regards,

Bill

William M. Callahan Real Estate  
3rd generation providing personal and professional service!  
508.583.8000 office  
508.572.3300 cell  
[bill@callahanre.com](mailto:bill@callahanre.com)

540 Oak St.  
Brockton, MA  
02301

Patel, Purvi (EEA)

---

From: Caryn Campbell <carync508@gmail.com>  
Sent: Saturday, March 17, 2018 7:29 PM  
To: Patel, Purvi (EEA)  
Subject: Southcoast Rail

Dear Purvi Patel:

77-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Most sincerely,

Caryn

**Caryn Campbell**

Realtor 

Conway Senior Specialist

Certified Relocation Specialist

Leading Real Estate Companies of the World, Local, National & Global

*Member of Platinum Club*

*Tops in Sales 2017*

*Tops in Sales 2016*

*2017 Recipient of Superstar Reward Trip to the Bahamas*

*2016 Recipient of Superstar Reward Trip to Cancun, Mexico*

Cell: 774.266.6248

E-mails: [carync508@gmail.com](mailto:carync508@gmail.com)

[ccampbell@jackconway.com](mailto:ccampbell@jackconway.com)

**Jack Conway & Company**

66 West Street

Mansfield, MA 02048

• The referral of your friends and family is the greatest compliment you can give me! Thank you for your continued support!

• • • • •  
•

Patel, Purvi (EEA)

---

From: Bob Caron <bcaron15@gmail.com>  
Sent: Thursday, February 22, 2018 4:24 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); Paul Chasse  
Subject: DSEIT - South Coast Rail  
Attachments: SCR\_DSEIT\_02-22-2018.pdf

Good afternoon,

Please accept the attached letter representing my comments on the DSEIR for the South Coast Rail Project.

Sincerely,

**Bob Caron, Broker-Owner**

*"Always do what's right. This will gratify some people and astonish the rest."*  
Mark Twain



Streamline Realty Group, LLC **Licensed Broker in MA and RI**

1211 Grand Army Hwy, STE 3, Swansea, MA 02777-4225

Mobile: 401-578-3169 Office: 774-322-9200 E-Fax: 1-866-311-8224

[bcaron15@gmail.com](mailto:bcaron15@gmail.com) [www.bobcaron.net](http://www.bobcaron.net)



Bob Caron  
Broker-Owner

February 22, 2018

Secretary Matthew A. Beaton, EOEEA  
ATTN: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: South Coast Rail DSEIR Comments

Dear Secretary Beaton,

It was my pleasure to witness the presentation and explanation of the DSEIR for the South Coast Rail project by Transportation Secretary, Stephanie Pollack, at UMASS Law School yesterday afternoon. Secretary Pollack was thorough, completely informed, and direct and to the point. Her command of the facts on all levels of this multi-layered project is impressive.

78-1 The SCR project will be beneficial to the South Coast region regarding economic stimulus, employment mobility, income growth, and many cultural and social impacts that have been lacking for this long-neglected area of the Commonwealth. Phasing the project will allow these benefits to begin to be achieved in an impressively accelerated and timely manner.

As a Realtor and resident I fully support this project and look forward to witnessing the benefits it will clearly provide the South Coast.

Respectfully,

Robert M. Caron, Broker-Owner

cc: MassDOT (jean.fox@state.ma.us)  
Paul Chasse, Realtor Association of Southeastern Massachusetts

1211 G.A.R. Highway, Swansea, MA 02777-4225  
Mobile: 401-578-3169 Fax: 866-311-8224  
bcaron15@gmail.com www.streamlinerealtygroup.com

Patel, Purvi (EEA)

From: steve.castellina <steve.castellina@comcast.net>  
Sent: Friday, February 16, 2018 10:08 AM  
To: Patel, Purvi (EEA)  
Subject: DSEIR - Phase 1 South Coast Railall

- 79-1 Hard to believe that State is proposing outdated diesel over electric rail service. This added pollution to Southeastern Massachusetts is unacceptable.
- 79-2 This project will always be another financial drain on the MBTA's budget as the ridership will be poor because of the excessive time it the rail trip will take to between destinations. I totally disagree with the CTPS ridership study. Please look closely at the methodology with which it was done and also the conclusions that they reached. For instance, they say that 21% or 22% of the residents in New Bedford or Fall River do not have automobiles. Most of these people probably have minor children and are on Welfare. No way will they be commuting to Boston for a twelve hour day. Please have an impartial, independent, non-government company do a ridership study done that gives people all the facts before asking them how they feel about taking the train. Maybe then you will get a study that isn't spurious.
- 79-3



Patel, Purvi (EEA)

---

From: Mary-Carol Cate <mccate@gmail.com>  
Sent: Thursday, March 22, 2018 9:54 AM  
To: Patel, Purvi (EEA)  
Subject: SouthCoast Rail

Dear Mr. Beaton,

I have been a resident of Southeastern Massachusetts for all my life, more specifically the Greater New Bedford area. The residents of Southeastern Massachusetts have been promised this rail service for so long. This service will provide so many economic opportunities to this area, along with better access to medical specialists and universities, easier travel to and from Boston, as well as more opportunity for tourism.

Personally, I would love to see my son's everyday commute to and from Boston made less stressful, not to mention, shortened by hours, giving him more time at home with his family.

I urge all involved to complete phase 1 of the project by its intended date of 2022, and make the rail service a reality for the residents of Southeaster Massachusetts. Thank you.

Sincerely,  
Mary-Carol Cate  
Dartmouth, MA

Patel, Purvi (EEA)

---

From: Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
Sent: Friday, March 16, 2018 4:07 PM  
To: Patel, Purvi (EEA); Patel, Purvi (ENV) (purvi.patel@state.ma.us)  
Cc: Sarah Paritsky (Regina Villa Associates)  
Subject: FW: BELIEVE IT IS IMPORTANT FOR THIS RAIL SERVICE! Member of RASEM, the S.E. Realtor's association

Hi Purvi –

This arrived in the SCR Mailbox. The message is limited to the subject line. The author is a member of the Realtor's Association of Southeastern MA, whose CEO sent in a formal comment letter earlier.

Jean

---

**From:** Sarah Paritsky [<mailto:SParitsky@reginavilla.com>]  
**Sent:** Friday, March 16, 2018 3:31 PM  
**To:** Fox, Jean (DOT)  
**Cc:** Nancy Farrell (Reginavilla); Emily Christin (Reginavilla)  
**Subject:** FW: BELIEVE IT IS IMPORTANT FOR THIS RAIL SERVICE! Member of RASEM, the S.E. Realtor's association

Jean,

I'm sharing the below email we received in the SCR inbox. This is the first that has come straight to our inbox and wasn't also forwarded to you. Let us know if we should forward this to anyone else.

Thanks,  
Sarah

---

**From:** South Coast Rail (DOT) <[south.coast.rail@state.ma.us](mailto:south.coast.rail@state.ma.us)>  
**Sent:** Friday, March 16, 2018 3:12 PM  
**To:** Emily Christin <[EChristin@reginavilla.com](mailto:EChristin@reginavilla.com)>; Sarah Paritsky <[SParitsky@reginavilla.com](mailto:SParitsky@reginavilla.com)>  
**Subject:** FW: BELIEVE IT IS IMPORTANT FOR THIS RAIL SERVICE! Member of RASEM, the S.E. Realtor's association

---

**From:** gchace  
**Sent:** Friday, March 16, 2018 3:12:08 PM (UTC-05:00) Eastern Time (US & Canada)  
**To:** MassDOT South Coast Rail  
**Subject:** BELIEVE IT IS IMPORTANT FOR THIS RAIL SERVICE! Member of RASEM, the S.E. Realtor's association

81-1

**Patel, Purvi (EEA)**

---

**From:** Paul Chasse <Paul@rasem.realtor>  
**Sent:** Friday, March 16, 2018 9:07 AM  
**To:** Patel, Purvi (EEA)  
**Cc:** Fox, Jean (DOT)  
**Subject:** SouthCoast Rail Testimony

**Importance:** High

Good Morning Ms. Patel...

82-1 After years of promises, my sincere hope is that the Commonwealth is on track to restore Commuter Rail service to the areas of New Bedford, Fall River and Taunton. The project will reconnect the South Coast to Boston and cities and towns along the way, take vehicles off our overcrowded highways, improve air quality, encourage tourism, provide jobs and support smart growth in the region. It will save an estimated 60 minutes a day over sitting in traffic on Route 24 and the Southeast Expressway. Basically, the benefits promised in the *Economic Development and Land Use Corridor Plan* will begin to accrue to the region almost immediately.

82-2 Planning our first ride to Boston could be only four short years away and imagining what new rail service could mean for our businesses, education, housing and jobs is exciting. The benefits are enormous and long overdue for the only Massachusetts' region, 50 miles outside of Boston, that does not currently have passenger rail service. I urge all involved to make phase 1 of the SouthCoast Rail project a reality by 2022. Thank you.

**Paul Chasse, RCE, ITI, e-PRO**  
Chief Executive Officer, REALTOR® Association of Southeastern Massachusetts  
Chairman, Rail-To-Boston Coalition

**Disclaimer:** The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.



DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 23, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

83-1 on the segment of the Stoughton alignment  
I would like to see a paved Bike Path installed  
between Boston & Stoughton as we wait for the  
line to be activated.

NAME Paul Charard TITLE —

ORGANIZATION N/A ADDRESS 58 Day St Easton MA 01501

EMAIL ADDRESS: PaulC@wine.com

Patel, Purvi (EEA)

From: [jacqueline.connolly <nehomfinders@gmail.com>](mailto:jacqueline.connolly@nehomfinders@gmail.com)  
Sent: Friday, March 16, 2018 3:04 PM  
To: Patel, Purvi (EEA); [paul@rasem.realtor](mailto:paul@rasem.realtor)  
Subject: South Coast Rail Road

84-1 The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

Fondly,

Jackie Connolly  
Broker/Owner  
New England Home Finders  
Office: 508-823-2244  
Fax: 508-448-0220  
Cell: 508-333-9393



Patel, Purvi (EEA)

From: Richard Connor <rconnor4@verizon.net>  
Sent: Monday, March 19, 2018 9:41 AM  
To: Patel, Purvi (EEA)  
Subject: South coast rail

85-1 I am a resident of New Bedford. The rail will have a huge impact on the south coast, not only allowing people living down here to access employment opportunities in the Boston area but it will increase tourism from Boston to the south coast.

And that's a two-way street. Many times have I considered going up to Boston for something and decided not to because I did not want to deal with the driving, the traffic and the parking.

Richard Connor  
41 Maple St  
NB

Sent from my iPhone



DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 23, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:  
Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

86-1 full build  
I live at 100 Gilmore St Raynham. This street is off RT 138 (Broadway) and encompasses other neighborhood streets which include Oak St, Carver St, Charles St, and Center St. Our neighborhood concern is cars cutting through our neighborhood, to avoid railroad crossings <sup># increased traffic</sup> on RT 138. Overall traffic will be increased if a stop or crossing is on 138 - because people may avoid 138 and use neighborhood side →

NAME Jen COTE TITLE \_\_\_\_\_  
ORGANIZATION neighbor ADDRESS 100 Gilmore Raynham  
EMAIL ADDRESS: Jen@cotehome.com

streets that are not wide enough, and the area is  
densely populated with houses & families.

Phase 1, or subsequent phases.

In general, I am supportive of either route. My main  
concern lies in traffic, noise & environmental impacts  
surrounding rail road tracks, crossing and their  
effects on the real people who live near these

86-2 stations, & crossings. More people taking the train  
is great, but it also brings negatives to the  
neighborhoods around these stations & crossings.

I would hope that everyone who's a part  
of this project in any phase is cognizant  
of the real people who live in the neighborhoods  
who will be impacted by more cars traveling in  
their neighborhoods, crossing or stopping at  
the railroad crossings, parking at these new  
stations and traveling through our towns.

Thank you,  
Jim COTE

**Patel, Purvi (EEA)**

From: Christopher D'Anna <cdanna@ownnewengland.com>  
Sent: Friday, March 16, 2018 12:05 PM  
To: Patel, Purvi (EEA)  
Subject: MassDOT filed a Draft Supplemental Environmental Impact Report (DSEIR)  
for SouthCoast Rail

Hello,

87-1 Better access to higher earning wages, better access to universities, better access to  
medical specialists and more opportunity for travel and tourism are all of the reasons  
that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge  
all involved to make this a reality for the residents of Southeastern Massachusetts.  
Sincerely,  
Christopher D'Anna



Christopher D'Anna  
Branch Manager Easton, Wareham & Yarmouth Offices  
Berkshire Hathaway HomeServices N.E. Prime Properties  
508-858-6145



Emails sent or received shall neither constitute acceptance of conducting transactions  
via electronic means nor shall create a binding contract in the absence of a fully signed  
written agreement. The information contained in this email message is confidential. If  
you are not the intended recipient, please do not read, distribute or reproduce this  
transmission (including any attachments). If you have received this email in error,  
please delete this message and notify the sender.

**Anti-Fraud Disclosure Statement**

Berkshire Hathaway HomeServices N.E. Prime Properties will never send you any  
electronic communication with instructions to transfer funds or to provide nonpublic  
personal information, such as credit card or debit numbers or bank account and/or  
routing numbers. If you receive any electronic communication directing you to transfer  
funds or provide nonpublic personal information do not respond to it and immediately  
contact your agent.



©2017 BHH Affiliates, LLC. An independently owned and operated franchisee of BHHS Affiliates, LLC. Berkshire Hathaway HomeServices and the Berkshire Hathaway HomeServices symbol are registered service marks of HomeServices of America, Inc.® Equal Housing Opportunity. [OwnNewEngland.com](http://OwnNewEngland.com)

Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor shall create a binding contract in the absence of a fully signed written agreement. The information contained in this email message is confidential. If you are not the intended recipient, please do not read, distribute or reproduce this transmission (including any attachments). If you have received this email in error, please delete this message and notify the sender.

#### Anti-Fraud Disclosure Statement

Berkshire Hathaway HomeServices N.E. Prime Properties will never send you any electronic communication with instructions to transfer funds or to provide nonpublic personal information, such as credit card or debit numbers or bank account and/or routing numbers. If you receive any electronic communication directing you to transfer funds or provide nonpublic personal information do not respond to it and immediately contact your agent.

---

©2017 BHH Affiliates, LLC. An independently owned and operated franchisee of BHH Affiliates, LLC. Berkshire Hathaway HomeServices and the Berkshire Hathaway HomeServices symbol are registered service marks of HomeServices of America, Inc.® Equal Housing Opportunity. [OwnNewEngland.com](http://OwnNewEngland.com)

---

#### Purvi (EEA)

---

From: Rey Day <renedavey@gmail.com>  
Sent: Thursday, March 22, 2018 9:14 PM  
To: Patel, Purvi (EEA)  
Subject: commuter rail to n.b.

hi

i'm a single mom of 2 living in New Bedford that frequently travels to Boston for doctors appts. i'm lucky to have my car however i find the trip terrifying. leaving the factor of traffic aside, as it is a factor literally anywhere, the part that bothers me the most is accidents.

Every highway leading to Boston from N.B. frequently sees major accidents. the sheer number of cars makes it incredibly likely my family will experience an accident at some point.

I dont want that to happen.

I trust my driving skills but there are people out there that shouldnt be behind the wheel.

88-1 My family needs the option to get to Boston using the safest way available.  
Please use the existing railway to bring the train to New Bedford as soon as possible!

i must also point out that before moving here we lived on Nantucket for almost 20 years. rail transport from that region is severely lacking. Doctors in Boston were practically inaccessible to us, and the cape flyer is scheduled for tourists. maybe there is a way to connect the rail from middleboro to the cape?

Anyway, if you bring it to N.B. asap I know Nantucketers would jump on it. When i move. back there i will be utilizing the train from N.B.

thanks for reading  
rene

Patel, Purvi (EEA)

---

From: Cecilia DelGaudio <celia@blpearl.com>  
Sent: Wednesday, March 21, 2018 3:47 PM  
To: Patel, Purvi (EEA)  
Subject: Support SC Rail

Mr. Beaton,

89-1 ~~As business owners and residents we ask that you continue to push for the South Coast Rail which is long overdue. Route 24 badly needs relief and the towns of Fall River and New Bedford should benefit from this investment.~~

Thank you,

Celia & Rob DelGaudio  
Black Pearl Productions, Inc.  
Westport Ma 02790  
<http://www.blpearl.com>  
(774) 264-9793 cell: 508 820-6597

**BlackPearl**  
PRODUCTIONS

Patel, Purvi (EEA)

---

From: dawn@dawndevlin.com  
Sent: Thursday, March 22, 2018 3:33 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

Secretary Matthew A. Beaton, EOEEA,

90-1 I am writing to you in strong support of the aggressive startup plan Phase 1 of the South Coast Rail. I am asking for my family and my community that this move forward.

My husband grew up in Fairhaven, MA. He went to Boston College, Tulane University, and returned to the South Coast so we could raise our family in this beautiful sea side town. He is a software engineer and the job prospects in this area were slim. For 30 years he has traveled first to Waltham then Boston, and now Milford. He has sacrificed time with his family due to the very long commutes. When he would come home he would read to the kids and then do work he could easily have completed on the train if it was available.

At 60 years old some think of retirement, Curt knows this is not in store for him for many years to come. Unfortunately, the best opportunities for him are still in Boston. Doing that crazy drive for 30 years takes a toll. It takes a toll on his car but most importantly on his health. If there was a train he could jump on it would open up the door to his next 10 or 15 years in a job he loves and a better commute. I have been a Realtor in our area for 20 years. I have seen the prospect of the rail bring excitement and disappointment. We have so many people in our area that are in the same situation as my husband. The rail would bring not only a better commute for the people here but would open the door for businesses to want to locate in our area. This would mean no commute for some.

90-2 ~~Our home sales would benefit from people wanting to relocate here, our local businesses would thrive, the opportunities for people who can't commute because of lack of transportation with be eliminated, the list goes on and on.~~

90-3 I do understand the concerns of the people in Middleboro. In our little town we had 2 industrial sized wind turbines erected that have caused stress and health issues because of the sound, flicker, and infrasound. I really can understand the concerns however I strongly feel that this rail could move forward without harm to the citizens of Middleboro.

Again, I hope this is not another dream that bursts for the people in our area and that this can move forward as planned.

Sincerely,  
Dawn Devlin

**Dawn Devlin**  
**BOLD Moves Real Estate**  
**Agent Rising Real Estate School**  
[145 Fairhaven Road](#)

Mattapoisett, MA 02739

Office 508-999-9800 Cell 508-287-5291

[www.DawnDevlin.com](http://www.DawnDevlin.com)

*A referral from you is always appreciated*

---

**Patel, Purvi (EEA)**

---

From: John T. Doherty <doherty@tmlp.net>  
Sent: Wednesday, March 21, 2018 5:02 PM  
To: Patel, Purvi (EEA)  
Subject: Rail through Taunton

91-1 ~~If you are going to build the rail it should be done the right way and go through Taunton.~~  
~~The real need is the Stoughton line. The phase 1 is like putting perfume on a pig. Don't take the route of~~  
~~least resistance.~~  
My best always,

John T. Doherty, GRI  
(508) 822-2272  
Doherty Realty Company  
115 Broadway  
Taunton, MA 02780



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

Patel, Purvi (EEA)

From: Douglas, Laura <Laura.Douglas@bristolcc.edu>  
Sent: Wednesday, March 21, 2018 5:22 PM  
To: Patel, Purvi (EEA)  
Subject: Phase 1 of the SouthCoast Rail Project -- Please complete by 2022

Ms. Purvi Patel  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Ms. Patel:

92-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you,  
Laura Douglas

Laura L. Douglas, Ph.D.  
President  
Bristol Community College  
Attleboro - Fall River - New Bedford - Taunton - eLearning  
777 Elsbree Street, Fall River, MA 02720  
Tel: 774.357.2184  
Fax: 508.676.0334



"If you want to go fast, go alone. If you want to go far, go with others."  
- African Proverb



Patel, Purvi (EEA)

From: Dave Dubak <dave@davedubak.com>  
Sent: Saturday, March 17, 2018 9:25 AM  
To: Patel, Purvi (EEA)  
Cc: Paul@rasem.realtor  
Subject: SouthCoast Rail

Purvi,

93-1 Please consider the south Coast Rail Project, it will Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.  
Thank you.

Your REALTOR®

Dave Dubak ABR, CDPE, CMRS, e-PRO, GRI  
Follow me on Twitter  
ATTLEBORO TEAM LEADER  
Century 21 Ed Pariseau, REALTORS®  
[Newsletter](#)  
209 Pleasant Street  
Attleboro, MA 02703

[Find me on Facebook](#)



[Subscribe to My Monthly](#)

508-207-3575 cell 508-276-0200 Fax   
[on Facebook!!](#)  
[Dave@DaveDubak.com](mailto:Dave@DaveDubak.com)  
<http://DaveDubak.com>

[Click here to LIKE Attleboro Real Estate](#)

Oh, by the way, I'm never too busy for your referrals!  
Thank you for your trust!

If you do not wish to receive future emails, please click the link to Unsubscribe: [Unsubscribe](#).

Patel, Purvi (EEA)

---

From: Kreg Espinola <krespinola@bevlegal.com>  
Sent: Thursday, March 22, 2018 6:43 AM  
To: Patel, Purvi (EEA)  
Subject: southcoast commuter rail

My Very Best to you.

Kreg R. Espinola,

proud resident of New Bedford

To Whom it may Concern:

Thank you for taking the time to consider the various letters, e-mails and other communications expressing support for South Coast commuter rail. This is not the first time that I have gone on the record expressing support for South Coast commuter rail. Approximately 20 years ago, a forum was held in Taunton at the District Court I believe, and I had my support comments recorded via tape recorder. I was a student then, living and attending law school in Boston. At the time I thought that commuter rail to Boston from New Bedford would have been so convenient to me for when I had to do my final semester of law school while living at home, that even if I wouldn't benefit from its construction, future generations would. I am now 43 years old and live in New Bedford just outside downtown proper with my wife and two daughters, aged 5 and 3. And while I no longer need commuter rail to commute on a regular basis, I see a great many  
94-1 people here do need it. And I must say, that South Coast commuter rail would have extraordinary benefits to the South Coast, and the Commonwealth as a whole. The South Coast is an amazing place to call home, commuter rail would bring many more people to our communities to visit and live. And if I were selfish I would tell the Commonwealth that they can keep their commuter rail because of the influx of people that it would bring. And those people that did come here would say "WOW what an amazing place the South Coast is!" The best seafood in the country, beautiful beaches, interesting museums, culture and a proud history whose only rival in the Commonwealth is it's capital. But alas, we in the South Coast are not a selfish people, we are real, authentic and gritty. And those who come into our communities with good intentions are treated as if they had always been here, and are one of us. We are a giving and caring people and as far as our contributions to the Commonwealth, we have given far more than we have received. But we are a proud people too. And while I have supported commuter rail for over 20 years, if the Commonwealth delays or fails to deliver again, the loss is more yours than it is ours. I dare you not to bring it.



Patel, Purvi (EEA)

From: Megan Faber <Megan.Faber@rmsmortgage.com>  
Sent: Friday, March 16, 2018 12:22 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: SouthCoast Rail Project

License #SLM2537; NH Mortgage Banker License #8816-MB; RI Licensed Lender #20092626LL; RI  
Licensed Loan Broker #20122931LB;

95-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. Lurge you to complete phase 1 of the project by its intended date of 2022. Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.



**Megan Faber**

Loan Officer, NMLS# 1497645  
Residential Mortgage Services, Inc.  
174 Union Street | New Bedford, MA 02740  
C 508-535-6012 | D 508-535-6012 | F 508-597-7740  
[Megan.Faber@rmsmortgage.com](mailto:Megan.Faber@rmsmortgage.com)  
[www.RSMortgage.com/MeganFaber](http://www.RSMortgage.com/MeganFaber)

Licensed in FL, MA, RI



**My**

**Assistant:** **Sandy Parnell**  
Loan Officer Assistant  
NMLS# 1182055  
[Email Sandy Parnell](mailto:Sandy.Parnell@rmsmortgage.com)  
508-535-6080  
Licensed in MA, ME, NH, RI

Equal Housing Opportunity; NMLS #1760. [www.nmlsconsumeraccess.org](http://www.nmlsconsumeraccess.org). Your actual, rate, payment and costs could be higher. Get an official Loan Estimate before choosing a loan. For information purposes only and is not a commitment to lend. Programs, rates, terms and conditions are subject to change at any time. Availability dependent upon approved credit and documentation, acceptable appraisal, and market conditions. Not all programs available in all areas. Residential Mortgage Services, Inc. is a Maine Corporation headquartered at 24 Christopher Toppi Drive, South Portland, ME 04106. FL Mortgage Lender License #MLD232, Operating as RMS Mortgage Inc. in Florida; MA Mortgage Lender License #MC1760; MA Mortgage Broker License #MC1760; ME Supervised Lender



# Fernandes & Charest, P.C.

Certified Public Accountants  
& Business Consultants

1140 State Road • P.O. Box 1523  
Westport, Massachusetts 02790-0692

TELEPHONE  
(508) 636-6556

FAX  
(508) 636-4471

E-MAIL  
fernandes&charest@fernandescharest.com

WEBSITE  
www.fernandescharest.com

RECEIVED

FEB 28 2018

MEPA

February 19, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

I am writing to express my unequivocal support for Phase 1 of the South Coast Rail project. As you know, the working idea of rail service to the South Coast region of the state is one that has existed for over twenty-five years, but has not come to fruition. I am thrilled to see that with Phase 1, Fall River, Taunton and New Bedford will have rail service by 2022.

96-1 The positive effects rail service will have on the South Coast are immeasurable. From an economic development standpoint rail service means that South Coast residents will have better access to employment opportunities in areas serviced by the commuter rail without having to move into those areas which are characterized by a higher cost of living.

96-2 Similarly, I believe that families from the metro-Boston area will choose to relocate to the South Coast for housing purposes or choose to continue to work in Boston so long as they are afforded a safe, affordable, efficient and reliable means of transportation to and from Boston. These families will invest in our cities and towns, generate new tax revenue and bring with them more disposable income which will help local businesses as they experience the numerous cultural and lifestyle amenities offered in the South Coast.

As noted in the Draft Environmental Impact Report, Phase 1 does not replace the proposed Stoughton route as the Phase 1 improvements are also a necessary component of the Phase 2 Stoughton Route, so executing Phase 1 will not increase the capital cost of the full build, yet it will accommodate rail service at least 8 years earlier than the full build.

96-3 Given that Phase 1 supports the overall Full Build of South Coast Rail without additional cost, along with the positive impact rail service will have on the economic development of the region, it is without hesitation that I support Phase 1 of the South Coast Rail project. Thank you for making this long sought transportation goal a reality.

Sincerely,

*Bruce E. Fernandes, CPA*

Bruce E. Fernandes, CPA

Cc: Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116



DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 28, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

97-1 Found the meeting to be informative, engaging, and encouraging. Hearing Sec. Pollack's remarks gave me new confidence in the implementation of this groundbreaking project.

NAME Marcus D. Ferro, Esq. TITLE Attorney  
ORGANIZATION Law Office of Marcus D. Ferro ADDRESS 460 County St  
EMAIL ADDRESS: marcus.ferro@lawfirm.com New Bedford MA

Patel, Purvi (EEA)

---

From: Jessamyn Finneran <soyagradecido@gmail.com>  
Sent: Friday, March 23, 2018 9:12 AM  
To: Patel, Purvi (EEA)  
Subject: SC train to Boston

98-1 **Please bring us the train. The the South Coast has been neglected by the state house for far too long. Thank you.**

Jessamyn Finneran

vi (EEA)

---

From: Alan Freitas <boston@prioritymanagement.com>  
Sent: Friday, March 23, 2018 2:34 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); Derek Santos  
Subject: SouthCoast Rail Project

Dear Mr. Patel (et al.),

The SouthCoast region of Massachusetts is deserving of the Commonwealth's thoughtful consideration of the need for Phase 1 to be completed by 2022.

This region continues to be in dire need of:

99-1

- Easier access to better medical specialists
- Improved access to institutions of higher education
- Better access to greater employment and higher wages
- Increased opportunities for travel and tourism

99-2

Southeastern Massachusetts residents need your and the Commonwealth's support, and I urge everyone involved to help make the SouthCoast Rail Project a reality by pushing forward to insure that Phase 1 is completed by the 2022 deadline.

Best regards,

Alan C. Freitas – President

*Priority* Management – *A Better Way to Work*

(T) 828-625-9014 (C) 508-292-4960

[afreitas@prioritymanagement.com](mailto:afreitas@prioritymanagement.com)

[www.prioritymanagement.com/boston](http://www.prioritymanagement.com/boston)

Partial client company list: Acushnet Company, Amica Insurance, AstraZeneca, Blue Cross Blue Shield, Bose Corporation, Boston Scientific, EMC Corp., EMD Serono, Entercom, Foster Corp., Fresenius Medical Care, General Dynamics, GTECH, Haemonetics, Harvard University, IBM, IGT/GTECH, IKON/Ricoh, Invensys, Jay Packaging Group, Johnson & Johnson, Kaman Industrial Technologies, Lifespan, Mass General Hospital, McKinsey & Company, Medtronic AVE, Microsoft, Mitre Corporation, Morgan Advanced Ceramics, New Balance Athletic Shoe, New England Construction, Nixon Peabody LLP, Northrop and Johnson, Naval Undersea Warfare Center, Ocean Spray Cranberries, Pearson Higher Education, Pepsi, Pfizer, Polartec, Precix Inc., Ryder, Shred-it, Southcoast Hospitals Group, Springer, Shire HGT, Sikorsky, Starwood Hotels & Resorts, State Street Bank, Stop & Shop, Surgical Information Services, Textron, Robbins Company, TJX, Toyota, TRW, U.S. Postal Service, UMASS Dartmouth, United HealthCare, United Illuminating, University of Connecticut, Verizon, ViaSat, W.R. Grace, Waddell & Reed, Webster Bank, Worcester Polytechnic, YMCA

Best regards,

Alan C. Freitas – President

*Priority* Management – *A Better Way to Work*

(T) 828-625-9014 (C) 508-292-4960

[afreitas@prioritymanagement.com](mailto:afreitas@prioritymanagement.com)

[www.prioritymanagement.com/boston](http://www.prioritymanagement.com/boston)

Partial client company list: Acushnet Company, Amica Insurance, AstraZeneca, Blue Cross Blue Shield, Bose Corporation, Boston Scientific, EMC Corp., EMD Serono, Entercom, Foster Corp., Fresenius Medical Care, General Dynamics, GTECH, Haemonetics, Harvard University, IBM, IGT/GTECH, IKON/Ricoh, Invensys, Jay Packaging Group, Johnson & Johnson, Kaman Industrial Technologies, Lifespan, Mass General Hospital, McKinsey & Company, Medtronic AVE, Microsoft, Mitre Corporation, Morgan Advanced Ceramics, New Balance Athletic Shoe, New England Construction, Nixon Peabody LLP, Northrop and Johnson, Naval Undersea Warfare Center, Ocean Spray Cranberries, Pearson Higher Education, Pepsi, Pfizer, Polartec, Precix Inc., Ryder, Shred-it, Southcoast Hospitals Group, Springer, Shire HGT, Sikorsky, Starwood Hotels & Resorts, State Street Bank, Stop & Shop, Surgical Information Services, Textron, Robbins Company, TJX, Toyota, TRW, U.S. Postal Service, UMASS Dartmouth, United HealthCare, United Illuminating, University of Connecticut, Verizon, ViaSat, W.R. Grace, Waddell & Reed, Webster Bank, Worcester Polytechnic, YMCA

---

Patel, Purvi (EEA)

From: Jeanne Fuller-Jones <jfuller-jones@kw.com>  
Sent: Friday, March 16, 2018 12:04 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail Access

100-1 [Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.](#) I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

--  
Jeanne Fuller-Jones  
Keller Williams Realty  
574 Washington Street  
Easton, MA  
phone: 774 240-8928  
FAX 508 238-6068

Click on this link to download my free Mobile App  
<http://app.kw.com/KW21HEB4I>

Patel, Purvi (EEA)

---

From: Patrick Gannon <morganmusic1@yahoo.com>  
Sent: Monday, March 19, 2018 9:29 PM  
To: Patel, Purvi (EEA)  
Subject: Rail project

- 101-1 [I support the SouthCoast Rail Project. Please help to make it happen.](#) Thank you.  
Patrick Gannon  
157 Stevenson St  
New Bedford 02745  
  
Sent from my iPhone

Patel, Purvi (EEA)

---

From: dawngaudreau@comcast.net  
Sent: Thursday, March 22, 2018 1:28 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Southcoast rail

- 102-1 [Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.](#) I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

**Dawn Gaudreau, Realtor**  
ReMax Vantage  
774.263.4327





Patel, Purvi (EEA)

---

From: South Coast Rail (DOT) <south.coast.rail@state.ma.us>  
Sent: Friday, March 23, 2018 10:55 AM  
To: Emily Christin; Sarah Paritsky  
Subject: FW: Rail to New Bedford Phase 1 service to the greater Fall River, New Bedford and Taunton areas in just 4 years!!

Importance: High

---

**From:** Ellen  
**Sent:** Friday, March 23, 2018 10:53:38 AM (UTC-05:00) Eastern Time (US & Canada)  
**To:** MassDOT South Coast Rail  
**Subject:** Rail to New Bedford Phase 1 service to the greater Fall River, New Bedford and Taunton areas in just 4 years!!

103-1 New Bedford is in dire need for the rail to be extended to our area. This is so important for the growth of the area. We are on the cusp of growing in a new direction and I feel that this is imperative to this growth. We have such potential and the rail is a significant part of this for business, real estate and a lot more.

**I am in total agreement for Phase 1 service to the greater Fall River, New Bedford and Taunton areas in just 4 years!!**

Sincerely, Ellen Gitlin

New Bedford Resident

***Diversified Marketing Group***

Ellen Gitlin, President

13A Russells Mills Road

South Dartmouth, MA 02748

Office: 508-992-6900

Cell: 508-328-6866

Patel, Purvi (EEA)

---

From: lou gitto <lgitto@gmail.com>  
Sent: Monday, March 19, 2018 5:54 PM  
To: Patel, Purvi (EEA)  
Cc: stephanie.pollack@state.ma.gov; jean.fox@state.ma.gov; George X. Pucci; Bob O'Regan; Christine Howe; Michael T Sullivan; Rick Hill; Stephen Cavey; Michael Barrett  
Subject: Letter - response to EEA No. 14346, Draft Supplemental Environmental Impact Report, South Coast Rail Project Phase 1  
Attachments: letter SCR 2018-03-15.pdf; Stoughton SCR 2014-02-28 presentation to Mass DOT.pdf

Dear Secretary Beaton,

Attached is my letter and an attachment to that letter, responding to EEA No. 14346, Draft Supplemental Environmental Impact Report, South Coast Rail Project Phase 1.

Louis Gitto

Secretary Matthew Beaton  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street  
Boston, MA 02110  
Email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

March 15, 2018  
1261 West Street  
Stoughton, MA 02072

Re: EEA No. 14346  
Draft Supplemental Environmental Impact Report, South Coast Rail Project Phase 1

Dear Secretary Beaton,  
I appreciate the opportunity to make the following comments on the South Coast Rail Draft Supplemental Environmental Impact Report and trust that you will give them careful consideration as you proceed.

104-1 I agree with the practicality of providing substantial service to Fall River and New Bedford implementing "Phase 1" a full 8 years earlier than anticipated in the "Full Build Project" schedule and doing so with minimal environmental impact. Providing over 40% of service delivery at \$935 million (less than 30% of the "Full Build Project" cost of \$3.2 billion), and doing so in such a manner that the "Full Build Project" cost is still \$3.2 billion is impressive. This is in many respects a remarkably smart and sophisticated short-term plan.

104-2 There are cost savings realized by constructing portions of the project earlier; earlier transportation service for southeastern Massachusetts; high environmental sensitivity (noted above), but what is not mentioned is the opportunity to rethink if the "Full Build Project" will be the last of 19<sup>th</sup> century railroad projects or an early entrant into the 21<sup>st</sup> century rail-like transportation projects in the USA.

104-3 In reviewing the track design (section 2-6), I continue to question why is it that the Commonwealth would want to design a rail system that with a maximum speed of 79 mph (see pg. 2-53) will be in place forever (a very long time). I urge that, as Mass DOT implements Phase 1, the Commonwealth think carefully when answering that question and in the process seek alternatives.

Many people following this project for decades (including me) have questioned why Mass DOT doesn't incorporate high speed technologies used in other parts of the country and the world. Several years ago, one of the answers to that question was that the MBTA would not be able to integrate a different transportation mode into its maintenance mix, thus other more modern technologies were excluded from consideration. Let us hope that Mass DOT has advanced its thinking from that point in time.

104-4 Additionally, and no small matter, are the service constraints on the Northeast Corridor's existing system that must be overcome to create a robust, long term increase in service, factors not included in this Full Build Project but which need to be paid for. All these factors and more scream for a re-look before sinking money into this long term project.

104-5 Yet, if there is to be no change in thinking leading to embracing real high speed public transportation, I urge an addition to the Phase 1 project. That addition is the early advancement of the depression of the rail in Stoughton.

104-6 The Town of Stoughton continues to be firm in its position that the rail line through Stoughton Center must be depressed. A meeting between the Town and the Commonwealth took place at the Stoughton Town Hall on 2/28/2014 (see the attached pdf of the presentation by the Town of Stoughton to be a part of this emailed letter). There has been no substantive follow-up since that time. This issue must be resolved to include a depressed rail - designed, costs determined and fairly assessed, and the project implemented soon - if the Full Build Project continues to be the chosen option.

104-7 Stoughton adopted a Master Plan in June of 2015 incorporating much of what is in the 2/28/2014 presentation to the Commonwealth noted above. Implementing our plan is hindered because the State has not addressed the depression of the rail through Stoughton Center. If our downtown is split by this project at grade, it will be devastating because appropriate development will not occur. If the project is to be depressed, it should be done as part of Phase 1 to take advantage of lower costs and to provide certainty to investors. Developers are reluctant to invest where there is such a high downside risk of this large unknown.

The Town of Stoughton is held hostage by the Commonwealth of Massachusetts over what will be a small cost over the life of the project. This issue should have been resolved long ago, and must be resolved soon.

A brief note on my background relative to this project generally:

I'm currently Vice Chair of the Stoughton Redevelopment Authority, member of the Master Plan Oversight Committee, and a Town Meeting Representative. I was on the Master Planning Committee (noted above), Stoughton's representative to all of the Commonwealth's various South Coast Rail advisory committees, Chair of the SCR advisory committee to the Stoughton Board of Selectmen, member of the Stoughton Planning Board and 3 term Stoughton Selectman. If you were to review your files, you would find several letters and comments in the minutes of meetings bearing my name. All this is said to assure you I'm not new to this old and unfortunately unchanging basic project.

Sincerely,



Louis F. Gitto

cc: Stephanie Pollack, Secretary and Chief Executive Officer, Massachusetts Department of Transportation  
[stephanie.pollack@state.ma.gov](mailto:stephanie.pollack@state.ma.gov)  
Jean Fox, Mass DOT  
[jean.fox@state.ma.gov](mailto:jean.fox@state.ma.gov)

Attachment to this emailed letter: "Stoughton SCR 2014-02-28 presentation to Mass DOT.pdf"

## South Coast Rail Project

February 08, 2014  
Stoughton Town Hall

## Stoughton Center Redevelopment Principles

- Make the Center a Destination for Housing, Shopping, Entertainment & Dining
- Provide the Physical Infrastructure & Governmental Support to Revitalize the Center
- Improve Road Layout to Reduce or Eliminate Congestion
- Preserve & Revive the Downtown to its Historical Characteristics
- Preserve and Expand Open Space in Town Center



## State Policy Actions

South Coast Rail Corridor  
Plan  
Executive Summary  
June 2009

- Create great places at the station areas
- Use discretionary State Funding flowing to municipalities
- Steer the State's own direct investments
- Provide technical assistance to expand affordable housing opportunity
- Create a regional transfer-of-development rights program to steer away from sensitive sites and into areas for development
- Consider retaining a portion of the value created by transportation investment

## MassDOT Proposed Train Station



## MassDOT Proposed Train Station

- Not within the Town's economic development vision
- Could contribute to the further degradation to the Town Center
- Relocation of station to North of present site is essential for Town Center revitalization

## Impact of MassDOT's Proposed Station

- \*Residential Neighborhoods
- \*Traffic Patterns
- \*School Bus Routes
- \*Commercial Buildings
- \*Noise Pollution
- \*Aesthetics

## Stoughton Proposal

Joint Partnership with  
Mass DOT to develop a  
stop at the present Police  
Station for **depressed**  
rail.

## Street Crossings

- 8 Street Crossings
- 4 Private/Driveway Crossings
- Est 40 of trains per day
- Est 1,120 horns sounded per day

## At-Grade Crossings

- Morton Street
- Plain Street
- Brock Street
- Wyman Street
- Porter Street
- School Street
- Simpson Street
- Central Street
- Four Driveway Crossings

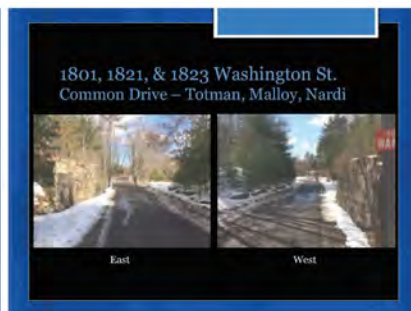
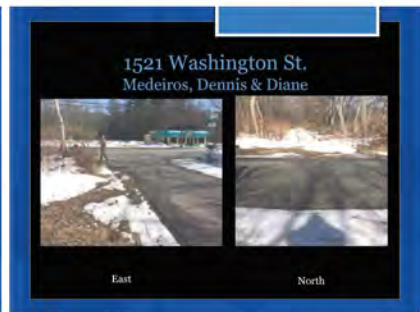
## Children-At-Risk Crossings

Central Street (traffic exceeds 27,000 adt.)  
Brock Street  
School Street  
Porter Street  
Simpson Street

Each of these crossings have **hundreds of kids**  
crossing them each day

Proposed fencing could **trap kids** within the railway  
right-of-way





## Town's Proposal

### Police Station Lot



### Stoughton's Contribution

- Town will provide the use of the land (1.58ac)
- Town will relocate the Police Station
- Town will share construction cost and operation of the garage
- Town will invest in infrastructure improvements in Town Center to help build ridership

### Police Station Site Existing Conditions

- 3 Lots (2 Town owned / 1 Privately owned)
- Mostly Impervious Area
- Direct Access to Rail Line
- Centrally Located
- Demolition of only one Town Owned building
- No wetland resource areas on site

### Police Station Lot Proposed Depressed Rail

- Minimal Residential / Commercial Loss
- Provide Parking for the Center
- Promote Downtown Growth
- Minimal project area impact
- Proposed retail area
- Stimulates Transit Oriented Development
- Reduced Stormwater Runoff

### Benefits to a Depressed Rail

- Maximizes Pedestrian Safety  
(4 primary grade crossings utilized by children)
- Not all trains will be stopping
- Reduce Congestion
- Minimal Interference in Traffic & School routes
- Diminishes Noise Pollution

### Proposed Parking Garage

Up to 800 parking spaces without ground floor retail, 600 spots with ground floor retail

Estimated cost of the Parking Garage \$12-15 Million (includes demolition and site development)

Estimated Yearly Revenue \$350,000-\$500,000 (60% occupancy and current DOT pricing in other facilities)

### Benefits of the Partnership

Win-Win for MassDOT and Stoughton

Meets DOT primary motives

Consistent with Town Vision

Economic Benefit to everyone

### Summary

#### This proposal:

- 1 Partners Local and State Governments for the public good
- 2 Meets vision outlined in Executive Order 525
- 3 Ensures pedestrian and traffic safety
- 4 Supports sustainable development
- 5 Maximizes Transit Oriented Development
- 6 Targets State infrastructure development in the downtown
- 7 Minimizes environmental and wetlands impact



Patel, Purvi (EEA)

---

From: Wally Glendye <wallyglendye@hotmail.com>  
Sent: Wednesday, March 07, 2018 3:54 PM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); Allin Frawley  
Subject: South Coast Rail

Good afternoon Mr. Patel,

105-1 As a concerned citizen from the town of Middleboro I urge you to include a traffic study not just  
105-2 on the new proposed station in our town but its impact on our overly congested rotary. I keep  
hearing that the traffic impact would be less than it is now but how would anyone know since  
we don't have a train station. Lakeville may have one up the street but I guarantee that the  
current traffic patterns will change and side roads will be impacted now that access to route 44  
via route 105 would be more enticing. If the rotary can be fixed first then you may gain support  
from citizens of this town. As it is, I live seconds from route 44 and avoid it any time I travel  
west so I personally am having a negative impact on the traffic patterns. Please consider this  
option first or you will be opening a hornets nest five years from now.

Thank you for your time.

Patel, Purvi (EEA)

---

From: Joseph J. Gomes <jjg51@comcast.net>  
Sent: Monday, March 19, 2018 10:23 AM  
To: Patel, Purvi (EEA)  
Subject: railway

106-1 For too long residents of Southeastern Mass., have been without passenger rail service  
to Boston. I urge for the completion of this project.

Thanks

Joseph J. Gomes, GRI, SRES  
Real Estate Agent  
ERA The Castelo Group  
N.B., Ma. 02746  
Cell 508-971-4461  
Office 508-995-6291 Ex. 61  
[jjg51@comcast.net](mailto:jjg51@comcast.net)

Patel, Purvi (EEA)

---

From: Margarita Graham <margarita\_ReliableBus@msn.com>  
Sent: Wednesday, March 21, 2018 9:20 AM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail Project Phase 1

Dear Secretary Beaton,

107-1 I am writing to you first as a citizen of the Commonwealth and second as a small business owner and lastly as a member of the Workforce Investment Board for the Greater New Bedford Region. It has been a long time promise of rail service to our region and I am asking that you accept this correspondence supporting moving forward with Phase 1 of the SCR project. We would ultimately have better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Be Well,

Margarita Graham  
G.M./Vice President  
Reliable Bus Lines, Inc.  
J & J Driving School & Logistics, Inc.  
[margarita\\_reliablebus@msn.com](mailto:margarita_reliablebus@msn.com)  
508-992-0342 Office  
508-990-8761 Fax  
508-400-2878 Cell

Patel, Purvi (EEA)

---

From: Kathleen Guarino <kpguarino@comcast.net>  
Sent: Thursday, March 22, 2018 12:36 PM  
To: Patel, Purvi (EEA)  
Subject: Rail service to New Bedford and Fall River

108-1 Please move ahead with rail service to New Bedford and Fall River. Phase one needs to start immediately. I am 79 years old. I want to ride that train to Boston. I've waited too long!

Patel, Purvi (EEA)

---

From: Ann Marie Guinen <minimoose9@aol.com>  
Sent: Friday, March 16, 2018 12:49 PM  
To: Patel, Purvi (EEA)  
Subject: Southcoast Rail Project

109-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Ann Marie Guinen, GRI, CBR  
Century 21 Signature Properties  
(508) 965-8186 Cell  
(508) 763-8315 Home Office  
Email: [minimoose9@aol.com](mailto:minimoose9@aol.com)  
Check out my website: [www.Teamannmariesells.com](http://www.Teamannmariesells.com)

\*\*\* Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor shall create a binding contract in the absence of a fully signed written contract. \*\*\*\*\*

Patel, Purvi (EEA)

---

From:  
Sent:  
To:  
Cc:  
Subject:

Hi,  
The residents of Southeastern Massachusetts deserve commuter rail service to Boston.  
110-1 This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.  
110-2

Thank you.

*Susan P. Haley, Realtor*  
*Jack Conway - Mattapoisett Office*  
*508-965-1517*  
*shaley@jackconway.com*

---

From: Realtors® Association of Southeastern Massachusetts <cheryl@rasem.realtor>  
Sent: Friday, March 16, 2018 12:01 PM  
To: Susan Haley  
Subject: \*\* RASEM MEMBER CALL-FOR-ACTION \*\*

**RASEM MEMBER CALL-FOR-ACTION**

areas in just 4 years! However, the acceptance of the DSEIR will need to be completed to move forward.

**\*We are urging as many REALTORS® as possible to send their comments of support for the project BEFORE the written comments deadline of March 23, 2018\***

We know that there is so much skepticism for rail, after years of promises, BUT this project has now passed a point that it never has before and it is up to us to re-energize and advocate for SouthCoast Rail until its construction. Your comments can range from just a couple of sentences to a paragraph...from a quick letter of support to a story about how having no rail has impacted your life.

If you prefer, at the end of this email are a couple of standard messages that could be chosen, copied and pasted into your email instead. Whatever you choose to do, please take just a minute and email those written comments to [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us) AND, if you are comfortable doing so, copying Paul Chasse at [paul@rasem.realtor](mailto:paul@rasem.realtor) on the email.

#### OPTIONAL MESSAGES

(simply copy and paste one the messages below into your email and send it)

##### MESSAGE #1

For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022. Thank you.

##### MESSAGE #2

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

##### MESSAGE #3

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

**Now is the time! Thank you.**



**Paul Chasse, RCE, ITI, e-Pro**  
RASEM Chief executive Officer

RASEM - 22 Sherwood Dr, Taunton MA 02780 : 651 Orchard St #101, New Bedford MA 02744

Realtors® Association of Southeastern Massachusetts,  
22 Sherwood Drive, Taunton, MA 02780

[SafeUnsubscribe™ shaley@jackconway.com](mailto:SafeUnsubscribe%20shaley@jackconway.com)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by [cheryl@rasem.realtor](mailto:cheryl@rasem.realtor) in collaboration with



Try it free today

Patel, Purvi (EEA)

---

From: Barbara Cate Hall <cate.hall@nyelubricants.com>  
Sent: Friday, March 23, 2018 10:08 AM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT); bchal4949@gmail.com  
Subject: SouthCoast Rail Project

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
[100 Cambridge Street, Suite 900](#)  
[Boston, MA 02114](#)  
Via email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

Dear Secretary Beaton:

111-1 For far too long, the residents of Southeastern Massachusetts have been without passenger rail service to Boston. This service would benefit both the Greater Boston Area as well as the SouthCoast by enlarging the affordable housing pool for Boston while additionally providing a host of economic opportunities to Southeastern Massachusetts, which has been in need of rail service for decades.

111-2 While I am now approaching the end of my working life, I look forward to younger generations of my family (All area families!) having greater access to Greater Boston's cultural, educational, healthcare and economic advantages. And I can only believe that this enrichment "works both ways," in that Boston – and the Commonwealth as a whole – can also benefit from an enlarged pool of human talent and diversity, as well as the increased tax revenue that would result from the greater employment and commerce the passenger rail would make possible for residents of this part of the state. Extended passenger rail service could also contribute to improved safety by reducing some of the traffic on our congested highways.

111-3 Better access to higher wage jobs, universities, medical specialists, and more tourism (in both directions!) are among the many reasons we need to see Phase 1 of the SouthCoast Rail Project completed by its intended date of 2022. I urge all involved to make passenger rail service a reality for the residents of Southeastern Massachusetts. Investing in this project now will positively affect the future not only for this area, but for the entire Commonwealth. Thank you.

Sincerely,

Barbara J. Hall  
New Bedford  
[bchal4949@gmail.com](mailto:bchal4949@gmail.com)

Patel, Purvi (EEA)

---

From: Stephanie Harding <sharding@jackconway.com>  
Sent: Monday, March 19, 2018 1:54 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Commuter Rail Service

112-1 Hello,  
The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

Thank you,

**Stephanie Harding, Realtor**  
Jack Conway Real Estate Company  
P.O. Box 1008  
6 County Road  
Mattapoisett, MA 02739  
Cell: 508.789.6226  
Office: 508.758.4944  
Fax: 508.758.4335  
[sharding@jackconway.com](mailto:sharding@jackconway.com)



Patel, Purvi (EEA)

---

From: Paul Helgesen <phelgesen@betterlivingre.com>  
Sent: Friday, March 16, 2018 1:24 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: South Coast Rail Service

OVER 30 YEARS OF EXPERIENCE

Real Estate Brokerage Services in Massachusetts & Rhode Island: [www.BetterLivingRE.com](http://www.BetterLivingRE.com)  
BETTER LIVING FOR A BETTER LIFE®

-----  
MA Broker License #9192 • RI Broker #B15620

South Coast Rail service, when and if it happens, will have a profound impact on the cities of Taunton, Fall River and New Bedford .

113-1 It will open up more affordable housing to potentially thousands who now find home ownership in the Boston area virtually impossible.

113-2 It will dramatically reduce the nightmare commute from the SC to Boston every day for thousands stuck in bumper to bumper traffic.

113-3 It will make Fall River and New Bedford naturals as a pleasant weekend getaway for Boston people, especially in the summer.

Make it happen and many of us, including myself and my family will plan to spend a lot more time in Boston with this new travel option.

Sincerely, Paul Helgesen

**Paul Helgesen, Vice President**

**Direct & Text: 508-294-8496**  
**License: MA: 9044940**

Real Estate Brokerage Services in Massachusetts & Rhode Island: [www.BetterLivingRE.com](http://www.BetterLivingRE.com)

BETTER LIVING FOR A BETTER LIFE®

-----  
MA Broker License #9044940/B • RI Broker #B15346

CONNECT WITH ME AT: <https://www.isnpros.com/greaternewbedfordadvisors/real-estate-agent/paul-helgesen>

Ask me about [www.JoinBetterLivingRE.com](http://www.JoinBetterLivingRE.com)  
and how to build residual income.

This e-mail message is intended only for the designated recipient(s). It may contain confidential or proprietary information, and may be subject to other confidentiality protections. If you are not the intended recipient, you may not review, retain, disseminate, distribute or copy this communication. If you have received this communication in error, please notify us immediately by telephone or reply e-mail. Thank you

**Better Living Real Estate®**

Patel, Purvi (EEA)

---

From: Hill, Freeman <freeman.hill@nemoves.com>  
Sent: Friday, March 16, 2018 10:23 AM  
To: Patel, Purvi (EEA)  
Subject: Southcoast Rail

Hardly a day goes by that I don't have to listen to complaints about Routes 24 and 128. I often just ignore invites to Boston because even if I have the patience to waste 3 hours driving I could rent a hotel room for what I pay for parking.

114-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you.



Freeman "Mike" Hill  
REALTOR®/Broker Associate  
Coldwell Banker Residential Brokerage - Marion  
Telephone  
CELL: 508-493-4009  
MA: 508-536-6811  
RI: 401-685-1305  
FAX: 508-536-5150  
Email: [Freeman.Hill@NEMoves.com](mailto:Freeman.Hill@NEMoves.com)  
Personal Web and MLS access: <https://www.WestportMA.net>

**\*Wire Fraud is Real\*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

Patel, Purvi (EEA)

---

From: Gill Holroyd <gillholroyd@gmail.com>  
Sent: Wednesday, March 21, 2018 10:02 AM  
To: Patel, Purvi (EEA)  
Cc: Dave Holroyd  
Subject: South Coast Rail Project

Dear Purvi:

We are writing in support of the South Coast rail project.

115-1 We are house owners in Fairhaven with a business in Boston. This rail service would be of great help in terms of commuting to work.

115-2 We also travel to Boston regularly to see our children. Using a train for this journey rather than having to rely upon the roads, particularly Route 24, clogged with traffic or dangerous in inclement weather, would be very welcome.

115-3 We believe that the south coast towns of Fall River and New Bedford would benefit economically from this connection to Boston.

Gillian and David Holroyd

17 Cedar Street  
Fairhaven  
MA 02719



## DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 23, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

*I have serious concerns that if Phase 1 is built  
Phase 2 will never happen.  
Although the Full Build cost is significant, \$3  
billion, the state spent the same amount  
for the Green Line extension, this project  
would benefit an entire region (with much  
greater economic need)*

116-1

NAME Donna Horvath TITLE Taunton resident  
ORGANIZATION \_\_\_\_\_ ADDRESS 289 Plain St, Taunton  
EMAIL ADDRESS: dhorvath@gmail.com

## Patel, Purvi (EEA)

From: Fox, Jean (DOT) <[Jean.Fox@dot.state.ma.us](mailto:Jean.Fox@dot.state.ma.us)>  
Sent: Thursday, March 22, 2018 10:13 AM  
To: Patel, Purvi (EEA); Patel, Purvi (EEA)  
Subject: FW: SouthCoast Rail Project

Here is a note from a New Bedford resident.

Jean C. Fox  
Project Manager, South Coast Rail  
MassDOT  
10 Park Plaza, Suite 4150  
857-368-8853  
857-600-8791 (cell)

From: Christopher Howard [<mailto:Christopher.Howard@firstcitizens.org>]  
Sent: Wednesday, March 21, 2018 12:18 PM  
To: Fox, Jean (DOT)  
Subject: SouthCoast Rail Project

Jean,

As an involved community member in southeastern Massachusetts I wanted to reach out to you on an important matter. The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

I appreciate your consideration on this important matter.

Chris

Chris Howard



Interim President & CEO | (508) 990-3327 | 200 Mill Road Ste. 100, Fairhaven, MA 02719 | [www.firstcitizens.org](http://www.firstcitizens.org) |

It's All About the Benjamins! [Open up a term certificate or money market today!](#)

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

March 22, 2019

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

118-1 As a lifelong resident and business owner in the Southeastern part of Massachusetts, I urge you to move forward on Phase I of South Coast Rail. I urge that the draft environmental review study be approved and that further study is not needed.

For too long this area of the state has suffered due many economic disadvantages. The completion of Phase I will provide commuter rail service to thousands of people and eliminate the decades long disconnect to Boston, improving economic and educational opportunities for many.

Time is of the essence to complete Phase I.

Regards,

Elizabeth Isherwood  
77 Country Way  
Dartmouth, MA 02748

## Comments concerning

### South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR)

Submitted by:  
Andrew Jennings  
29 Talbot Avenue  
North Billerica, MA 01862  
March 23, 2018

#### Introduction

119-1

I grew up in Southeastern Massachusetts, and have been interested in the South Coast Rail project since it was promoted by the Weld administration. As a person who is interested in better connectivity by public transportation within the Commonwealth, I support both the phasing of the project, and moving forward on the full Stoughton Electric option.

I attended both the April 11, 2017 project update meeting and the March 19, 2018 Draft Supplemental Environmental Impact Report Public Meeting. I submitted comments on the Notice of Project Change in May, 2017.

After examining the DSEIR, I believe that significant revisions are appropriate before this document is finalized. Those revisions include:

- 119-2 1) Clarification of where track changes will be made.
- 119-3 2) Inclusion of a string line of the operation to make it clear that the schedule is realistic.
- 119-4 3) Answer a number of unknowns regarding scheduling and service, such as weekend service, intermodal options, and individual train loadings
- 119-5 4) Correction of the flawed assumption on the time required to reverse a train at an intermediate stop enroute, which will bring some of the rejected options back into consideration.
- 119-6 5) Addition of electric infrastructure to Phase 1 for those segments in common to both Phase 1 and Stoughton Electric, and the acquisition of dual mode locomotives.
- 119-7 6) Review of time savings estimate
- 119-8 7) A discussion of the impact of the requirement for a one seat ride.
- 119-9 8) A discussion of the impact of the addition of PTC on the Middleboro Main Line. Properly designed, PTC should add capacity.
- 119-10 9) A review of the need for the Freetown station.

#### Clarification of track changes

The key changes from the from the FEIS/FEIR is the use of the Middleboro Secondary and the Middleboro Main Line to link Cotley Junction and South Station instead of a route through Taunton and Stoughton. The final EIR should include diagrams which would clarify where changes would be made to the existing infrastructure, and where the proposed phase 1 infrastructure is different from that as proposed in the FEIS/FEIR.

119-11

As written, the draft is not clear about key track construction. For example, the construction of a new connection between the New Bedford Main Line and the Middleboro Secondary at Cotley Junction is mentioned once, on page 8 – 51, in the discussion of wetlands, water quality and waterways. That connection is not discussed in section 2.6.2 Track Infrastructure nor is any need for land taking mentioned. No comment is made whether this connection will require the removal of freight rail access to the Quad Graphics facility.

119-12

Similarly, there is an 1,800 foot siding mentioned in Section 2.6.2 that is not mentioned elsewhere in the draft. Is this the same siding as the 1,500 foot maintenance of way siding? If not its purpose and location and purpose along the 7.1 mile Middleboro Secondary is not clear.

119-13

#### A string line needs to be added

It is not entirely clear if the schedule shown in in the Appendix on page A-25 is feasible. This schedule is key to the draft as CTPS used this schedule to project ridership.

As shown on the schedule, five trains have to pass each other between the Pilgrim Junction and the East Taunton Stations. One train would have to take the siding (presumably the 1,800 foot siding mentioned above), stop, and only proceed after the train traveling in the opposite direction passes. One would expect that need to stop would add at least a minute or two to the running time. However, all trains, whether they meet between Pilgrim Junction and East Taunton or not, have the same 14 minute running time between those two stations. A string line, diagramming the daily trains would clarify if the schedule used to develop the ridership estimates is workable.

The string line for the Middleboro Main Line is also important as such a string line will visually illustrate the capacity issues arising from the single track segments between South Station and Braintree.

#### Scheduling and service unknowns

The DSEIR is silent on a number of scheduling and issues which need to be clarified.

119-14

What are the plans for weekend service? Will the eight weekend Middleboro / Lakeville trains be extended? Which will go to New Bedford and which to Fall River?

119-15

What will be the impact of commuter rail on the current private bus operations between Boston and southeastern Massachusetts? Will MassDOT change the support that it provides these bus routes through its BusPlus program? Was any consideration given to acceptance of bus tickets on commuter rail (and vice versa) and its impact on both bus services and commuter rail ridership?

119-16

What is the matrix of ridership by train and station? What consideration was given to intermodal service on trains where ridership was particularly light and per passenger subsidies particularly high?

119-17



### Flawed assumption on the time required to reverse a train at an intermediate station

The DSEIR repeatedly makes the statement "This reverse move would require at least 15 minutes of additional time to accommodate operational and safety requirements." The added 15 minutes was the key reason that many options did not receive further consideration. The statement appears to be based on an arbitrary judgement, and many examples can be found worldwide that contradict that statement, even within MBTA's current commuter rail operations.

The statement does not appear to distinguish the time needed for a reverse move at a terminal station with the time needed at an intermediate station. At a terminal station, a new service begins, and the time to reverse a train includes a "recovery time" so that if an inbound train is late, the outbound train will not start its trip late. At an intermediate station, there is no need to apply the "recovery time". If a train is a couple of minutes late, it leaves a couple of minutes late, just like a stop at a station where a train does not reverse. I believe that at least 5 minutes of the 15 minutes is recovery time, not needed for safety or operational purposes.

MBTA commuter rail schedules currently have examples of terminal times of less than 15 minutes.

- Every weekday night train 067 turns to train 066 at Plymouth with a scheduled terminal time of 8 minutes.
- On the weekends, all three of the commuter rail trains that terminate at Plymouth have a scheduled terminal time of 10 minutes.
- There are examples of trains on the Plymouth / Kingston line make reverse intermediate station moves with a 10 minute intermediate time.
- All Needham line weekend trains have a terminal time at Needham Heights of 10 minutes, except the last train of the night which has a scheduled terminal time of only 6 minutes.
- Certain morning weekday trains may have terminal times of less than 15 minutes at Needham Heights, but I cannot tell that is the case from the public schedules.

Earlier this year I vacationed in Spain, and I rode a number of intercity trains that reversed at intermediate stations. One of those reversals was on a train from Valencia – Nord to Zaragoza. The scheduled time from arrival to departure at Sagunt where the train reversed was three minutes. Another train I rode reversed directions at Valencia – Nord. That station is similar to South Station in many respects. Valencia – Nord has 10 stub end tracks as opposed to South Station's 13, and both require passenger access to the trains only from headhouse end of the tracks. Both stations handle significant commuter rail traffic in addition to intercity traffic. The intermediate stop for the train I rode was scheduled for 8 minutes.

Perhaps the shortest intermediate stop time at a stub end station that I am aware of is at the station of Blankenese on the S1 line of the S-bahn in Hamburg Germany where the reversal of a train is made every 10 minutes in each direction in less than 2 minutes.<sup>1</sup> Figure 1 below shows a piece of the schedule of the S-1. The full schedule may be found at <http://www.hvv.de/en/>.

<sup>1</sup> The S-1 is also notable as almost every train splits at Ohlsdorf with half of the train going to the Hamburg Airport and the other half continuing to Poppenbüttel. Splitting of trains could provide more frequent service to Fall River and New Bedford.

Figure 1  
Weekday morning eastbound schedule  
Hamburg S-bahn Line S1

S1		Wedel - Poppenbüttel / Hamburg Airport (Flughafen)	
Station		Weekday morning eastbound	
Station	Time	0	1
Wedel	06:00	06:00	06:00
Poppenbüttel	06:05	06:05	06:05
Hamburg Airport	06:10	06:10	06:10
Ohlsdorf	06:15	06:15	06:15
Blankenese	06:20	06:20	06:20
Blankenese	06:25	06:25	06:25
Blankenese	06:30	06:30	06:30
Blankenese	06:35	06:35	06:35
Blankenese	06:40	06:40	06:40
Blankenese	06:45	06:45	06:45
Blankenese	06:50	06:50	06:50
Blankenese	06:55	06:55	06:55
Blankenese	07:00	07:00	07:00
Blankenese	07:05	07:05	07:05
Blankenese	07:10	07:10	07:10
Blankenese	07:15	07:15	07:15
Blankenese	07:20	07:20	07:20
Blankenese	07:25	07:25	07:25
Blankenese	07:30	07:30	07:30
Blankenese	07:35	07:35	07:35
Blankenese	07:40	07:40	07:40
Blankenese	07:45	07:45	07:45
Blankenese	07:50	07:50	07:50
Blankenese	07:55	07:55	07:55
Blankenese	08:00	08:00	08:00
Blankenese	08:05	08:05	08:05
Blankenese	08:10	08:10	08:10
Blankenese	08:15	08:15	08:15
Blankenese	08:20	08:20	08:20
Blankenese	08:25	08:25	08:25
Blankenese	08:30	08:30	08:30
Blankenese	08:35	08:35	08:35
Blankenese	08:40	08:40	08:40
Blankenese	08:45	08:45	08:45
Blankenese	08:50	08:50	08:50
Blankenese	08:55	08:55	08:55
Blankenese	09:00	09:00	09:00
Blankenese	09:05	09:05	09:05
Blankenese	09:10	09:10	09:10
Blankenese	09:15	09:15	09:15
Blankenese	09:20	09:20	09:20
Blankenese	09:25	09:25	09:25
Blankenese	09:30	09:30	09:30
Blankenese	09:35	09:35	09:35
Blankenese	09:40	09:40	09:40
Blankenese	09:45	09:45	09:45
Blankenese	09:50	09:50	09:50
Blankenese	09:55	09:55	09:55
Blankenese	10:00	10:00	10:00
Blankenese	10:05	10:05	10:05
Blankenese	10:10	10:10	10:10
Blankenese	10:15	10:15	10:15
Blankenese	10:20	10:20	10:20
Blankenese	10:25	10:25	10:25
Blankenese	10:30	10:30	10:30
Blankenese	10:35	10:35	10:35
Blankenese	10:40	10:40	10:40
Blankenese	10:45	10:45	10:45
Blankenese	10:50	10:50	10:50
Blankenese	10:55	10:55	10:55
Blankenese	11:00	11:00	11:00
Blankenese	11:05	11:05	11:05
Blankenese	11:10	11:10	11:10
Blankenese	11:15	11:15	11:15
Blankenese	11:20	11:20	11:20
Blankenese	11:25	11:25	11:25
Blankenese	11:30	11:30	11:30
Blankenese	11:35	11:35	11:35
Blankenese	11:40	11:40	11:40
Blankenese	11:45	11:45	11:45
Blankenese	11:50	11:50	11:50
Blankenese	11:55	11:55	11:55
Blankenese	12:00	12:00	12:00
Blankenese	12:05	12:05	12:05
Blankenese	12:10	12:10	12:10
Blankenese	12:15	12:15	12:15
Blankenese	12:20	12:20	12:20
Blankenese	12:25	12:25	12:25
Blankenese	12:30	12:30	12:30
Blankenese	12:35	12:35	12:35
Blankenese	12:40	12:40	12:40
Blankenese	12:45	12:45	12:45
Blankenese	12:50	12:50	12:50
Blankenese	12:55	12:55	12:55
Blankenese	13:00	13:00	13:00
Blankenese	13:05	13:05	13:05
Blankenese	13:10	13:10	13:10
Blankenese	13:15	13:15	13:15
Blankenese	13:20	13:20	13:20
Blankenese	13:25	13:25	13:25
Blankenese	13:30	13:30	13:30
Blankenese	13:35	13:35	13:35
Blankenese	13:40	13:40	13:40
Blankenese	13:45	13:45	13:45
Blankenese	13:50	13:50	13:50
Blankenese	13:55	13:55	13:55
Blankenese	14:00	14:00	14:00
Blankenese	14:05	14:05	14:05
Blankenese	14:10	14:10	14:10
Blankenese	14:15	14:15	14:15
Blankenese	14:20	14:20	14:20
Blankenese	14:25	14:25	14:25
Blankenese	14:30	14:30	14:30
Blankenese	14:35	14:35	14:35
Blankenese	14:40	14:40	14:40
Blankenese	14:45	14:45	14:45
Blankenese	14:50	14:50	14:50
Blankenese	14:55	14:55	14:55
Blankenese	15:00	15:00	15:00
Blankenese	15:05	15:05	15:05
Blankenese	15:10	15:10	15:10
Blankenese	15:15	15:15	15:15
Blankenese	15:20	15:20	15:20
Blankenese	15:25	15:25	15:25
Blankenese	15:30	15:30	15:30
Blankenese	15:35	15:35	15:35
Blankenese	15:40	15:40	15:40
Blankenese	15:45	15:45	15:45
Blankenese	15:50	15:50	15:50
Blankenese	15:55	15:55	15:55
Blankenese	16:00	16:00	16:00
Blankenese	16:05	16:05	16:05
Blankenese	16:10	16:10	16:10
Blankenese	16:15	16:15	16:15
Blankenese	16:20	16:20	16:20
Blankenese	16:25	16:25	16:25
Blankenese	16:30	16:30	16:30
Blankenese	16:35	16:35	16:35
Blankenese	16:40	16:40	16:40
Blankenese	16:45	16:45	16:45
Blankenese	16:50	16:50	16:50
Blankenese	16:55	16:55	16:55
Blankenese	17:00	17:00	17:00
Blankenese	17:05	17:05	17:05
Blankenese	17:10	17:10	17:10
Blankenese	17:15	17:15	17:15
Blankenese	17:20	17:20	17:20
Blankenese	17:25	17:25	17:25
Blankenese	17:30	17:30	17:30
Blankenese	17:35	17:35	17:35
Blankenese	17:40	17:40	17:40
Blankenese	17:45	17:45	17:45
Blankenese	17:50	17:50	17:50
Blankenese	17:55	17:55	17:55
Blankenese	18:00	18:00	18:00
Blankenese	18:05	18:05	18:05
Blankenese	18:10	18:10	18:10
Blankenese	18:15	18:15	18:15
Blankenese	18:20	18:20	18:20
Blankenese	18:25	18:25	18:25
Blankenese	18:30	18:30	18:30
Blankenese	18:35	18:35	18:35
Blankenese	18:40	18:40	18:40
Blankenese	18:45	18:45	18:45
Blankenese	18:50	18:50	18:50
Blankenese	18:55	18:55	18:55
Blankenese	19:00	19:00	19:00
Blankenese	19:05	19:05	19:05
Blankenese	19:10	19:10	19:10
Blankenese	19:15	19:15	19:15
Blankenese	19:20	19:20	19:20
Blankenese	19:25	19:25	19:25
Blankenese	19:30	19:30	19:30
Blankenese	19:35	19:35	19:35
Blankenese	19:40	19:40	19:40
Blankenese	19:45	19:45	19:45
Blankenese	19:50	19:50	19:50
Blankenese	19:55	19:55	19:55
Blankenese	20:00	20:00	20:00
Blankenese	20:05	20:05	20:05
Blankenese	20:10	20:10	20:10
Blankenese	20:15	20:15	20:15
Blankenese	20:20	20:20	20:20
Blankenese	20:25	20:25	20:25
Blankenese	20:30	20:30	20:30
Blankenese	20:35	20:35	20:35
Blankenese	20:40	20:40	20:40
Blankenese	20:45	20:45	20:45
Blankenese	20:50	20:50	20:50
Blankenese	20:55	20:55	20:55
Blankenese	21:00	21:00	21:00
Blankenese	21:05	21:05	21:05
Blankenese	21:10	21:10	21:10
Blankenese	21:15	21:15	21:15
Blankenese	21:20	21:20	21:20
Blankenese	21:25	21:25	21:25
Blankenese	21:30	21:30	21:30
Blankenese	21:35	21:35	21:35
Blankenese	21:40	21:40	21:40
Blankenese	21:45	21:45	21:45
Blankenese	21:50	21:50	21:50
Blankenese	21:55	21:55	21:55
Blankenese	22:00	22:00	22:00
Blankenese	22:05	22:05	22:05
Blankenese	22:10	22:10	22:10
Blankenese	22:15	22:15	22:15
Blankenese	22:20	22:20	22:20
Blankenese	22:25	22:25	22:25
Blankenese	22:30	22:30	22:30
Blankenese	22:35	22:35	22:35
Blankenese	22:40	22:40	22:40
Blankenese	22:45	22:45	22:45
Blankenese	22:50	22:50	22:50
Blankenese	22:55	22:55	22:55
Blankenese	23:00	23:00	23:00
Blankenese	23:05	23:05	23:05
Blankenese	23:10	23:10	23:10
Blankenese	23:15	23:15	23:15
Blankenese	23:20	23:20	23:20
Blankenese	23:25	23:25	23:25
Blankenese	23:30	23:30	23:30
Blankenese	23:35	23:35	23:35
Blankenese	23:40	23:40	23:40
Blankenese	23:45	23:45	23:45
Blankenese	23:50	23:50	23:50
Blankenese	23:55	23:55	23:55
Blankenese	24:00	24:00	24:00

The appropriate schedule times for a train reversing at a specific station is station and train specific, depending on signal systems, operating requirements, station design and the number of passengers boarding and alighting. In the US, one of the constraints is the time for the intermediate brake test required when the operating ends of a passenger train is changed. With today's technologies, it should be possible to do this brake test quickly and monitor pressure change and travel from either end of the train. If changes in the specifics of the rule are possible which would speed the test, but do not compromise safety, discussion of those changes with the FRA is appropriate. It could be far more cost effective to work with the FRA for such changes than to build a new station.

The time required for the engineer to walk from one end of the train to the other has also been cited as a reason for a lengthy time to reverse a train. Changes in work rules could also speed

the reversal time. If two people, both qualified as a conductor and a locomotive engineer were positioned at opposite ends of the train before arrival at the station where the train is reversed, they could swap duties on arrival which would eliminate the time required to walk the train.

The assumption that 15 minutes is required to reverse a train at an intermediate station must be challenged as it is clearly an arbitrary assumption. The impact of the time to reverse a train must be evaluated. I would evaluate, at a minimum, reversal times at a station of 3 and 8 minutes for each of the option that involves a reversal. I expect that other options would rise to the top as a result, options that would reduce capital costs and environmental impacts of construction.

**Construction of electrification infrastructure should be included in Phase 1**

The logic that construction should be advanced to save money in the long run should be applied to electrification of the trackage in common between phase 1 and the FEIS/FEIR. With the purchase / lease of dual mode electric and diesel locomotives similar in function to those that are operating on New Jersey Transit and Montreal's Agence métropolitaine de transport, electric operation south of the East Taunton Station could be begun when Phase 1 is opened. That electric operation should provide additional environmental benefits. Riders will also appreciate that there will be no shut downs to install the electric infrastructure when construction of the Stoughton Electric begins.

**A review of the time savings should be made to see if they are overoptimistic**

Page 1-8 of the DSEIR makes the statement

*Compared to current travel between the South Coast region and Boston, providing commuter rail service will improve peak period travel times by an average of 19 to 36 minutes (making train travel 18 to 34 percent faster) compared to bus or auto trips.*

The proposed schedule calls for most trips between Boston and the South Coast to be one hour and 31 minutes long. Examining DATTCO's schedule, most trips between New Bedford and South Station are 1 hour and 30 minutes in length, with many trips continuing to Copley Square taking a total of only 1 hour 45 minutes. Peter Pan has two trips from Fall River to Boston that arrive before 9:00 am. One is scheduled for 1 hr and 15 minutes and the other for 1hr. and 30 minutes.

The improvement time over bus needs to be documented as the bus schedules are essentially comparable to the proposed rail schedules. Also, the assumptions used in the CTPS ridership model for travel times by bus and auto need to be documented so their reasonableness can be judged.

**The impact of the constraint of a one seat ride needs to be reviewed**

Clearly a one seat ride is more desirable than a ride that requires transfers, all other factors such as travel time and price are equal. However, the rejection of options that included transfers, even if those options provided better service than a one-seat ride for the interim service of phase 1 is a mistake. Transfers can increase the frequency of service. For example, including a rush hour shuttle train between Fall River and East Taunton, connecting to a New Bedford – Boston train would add a rush hour frequency. That additional frequency might attract more riders than lost through the lack of a one seat ride.

The flawed assumption about the time requirements to reverse a train and the requirement of a one seat ride eliminated many attractive options. A transfer at Attleboro, given the higher speeds of the Northeast Corridor is an example of an option that should have been considered in phase 1.

**Capacity of the Middleboro Main Line given the addition of PTC**

By the time Phase 1 is completed, PTC should be fully implemented on the Middleboro Main Line. Properly designed, PTC should allow trains to follow each other more closely creating additional capacity. A discussion of how much capacity is added on the Middleboro line should be included in the DSEIR. A significant capacity increase could allow the addition of express service that should increase ridership. The positive impact of the increased capacity from PTC should have been included in the Phase 1 analysis. The South Coast Rail Service does not have to be linked to the current Middleboro / Lakeville schedule as it is in the DSEIR.

**Freetown station need**

Projected 2030 boardings at Freetown are only 60 passengers per day, less than two busloads. Even with the full Stoughton Electric, the 2040 projected boarding are only 140 passengers per day. A re-evaluation of the benefits of this stop compared to its costs should be conducted.

**Conclusion**

I support the phasing of South Coast Rail and the completion of the Stoughton Electric. However, certain revisions to the draft need to be made to reflect the correction of flawed assumptions. Certain options that were rejected need to be revisited. I would expect that the revisions will lead to lower capital costs and higher ridership.

**Patel, Purvi (EEA)**

---

From: Marlene Jones <mjones@jackconway.com>  
Sent: Friday, March 16, 2018 12:28 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail Phase 1

120-1 [The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.](#)

Thank you.

**Marlene Jones, Realtor**  
Silver Club Member  
**Jack Conway & Co.**  
6 County Rd.  
P O Box 1008  
Mattapoisett, MA 02739  
Office: 508-758-4944  
Fax: 508-758-4335  
[www.jackconway.com](http://www.jackconway.com)

Cell: 508-728-0403  
[mjones@jackconway.com](mailto:mjones@jackconway.com)

**Patel, Purvi (EEA)**

---

From: Ushminder Kaur <ushmika@gmail.com>  
Sent: Thursday, March 22, 2018 12:41 PM  
To: Patel, Purvi (EEA)

121-1 Dear Ms.Patel,  
[For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.](#)

Thank you,  
Ushminder Kaur

Sent from my iPhone

Patel, Purvi (EEA)

---

From: Will Keene <will@edsonintl.com>  
Sent: Wednesday, March 21, 2018 3:26 PM  
To: Patel, Purvi (EEA)  
Subject: Railroad to South Coast

With the money this Railroad will cost the State and our residents you could buy and give everyone in the affected Areas a Self Driving Electric Car, by the time this project is finished electric Self Driving transportation may be a reality.  
It would save the State Money and would be better for our environment.

Railroad transportation is from the 1800's, this just makes no sense to me.

All My Best,

Will Keene

**Will Keene**

Chairman

---

Edson International  
Tel 508-995-9711  
Fax 508-995-5021  
Email: [will@edsonintl.com](mailto:will@edsonintl.com)



[www.edsonmarine.com](http://www.edsonmarine.com)



Patel, Purvi (EEA)

---

From: Bryon Kuehne <khantel4@yahoo.com>  
Sent: Thursday, March 22, 2018 7:09 PM  
To: Patel, Purvi (EEA)  
Subject: SouthCoast rail

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service. I work in government center and would LOVE a better commute than I currently have over 2 hours daily! Thank you, David

Sent from my iPhone

Patel, Purvi (EEA)

---

From: kerri kuehne <kerrikue@yahoo.com>  
Sent: Thursday, March 22, 2018 9:51 AM  
To: Patel, Purvi (EEA)  
Subject: Rail system

124-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.  
Much appreciated, Kerri Kuehne

Sent from my iPhone

Patel, Purvi (EEA)

---

From: Dom Lee <domlee36@gmail.com>  
Sent: Friday, March 23, 2018 4:06 PM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: SouthCoast Rail

March 22, 2018

Re: SouthCoast Rail

To Whom It May Concern,

I am writing to voice my concern and opposition to the proposed southcoast rail service. As a lifelong resident of New Bedford I fell that this service will not benefit the area and actually will do more harm than good.

125-1 My first concern would be the displacement of elderly and families who will not be able to afford the new property taxes. My understanding of the project is that property evaluations in the area could raise 100% to 200%. There are many families and elderly who will not be able to afford this new tax bill and will be forced to sell their property.

125-2 Secondly, while I understand the current project is controlled by MassDot it is my understanding that after the project is built this system would transfer to the MBTA System, or whatever third party company, to manage the system. The MBTA operates in a multi-million dollar deficit every year and also as a multi-billion dollar capital plan. How can we look to add on to this service when the current system is in such poor shape? In a recent Facebook Live session with Dr. Fox she was asked what the projected budget for the new service would be and what the projected revenue is for this project. She stated that they are just now starting to look at this. How can we spend 1 billion dollars on this project but not know how much it will cost to run? What State programs will have to be cut to fund for this project's operating expenses?

125-4 Finally, the projected 1 billion for phase 1 and another 2-3 billion for Phase 2 could be used to fix larger transportation issues in the area. Just to name a few we have the Fairhaven-New Bedford Bridge, 195 off ramp to Rt 18, King Highway Project, and the Tucker Road project. Not to mention the miles and miles of roadways that need to be repaved. These projects would service more people then this train will service. I understand these projects are in the works but I also always hear that funding is a problem. Well maybe we should spend the 3-4 billion on our current needs before we add on to a failing rail system.

125-5 In summary I urge you to not support this project until our current infrastructure, including the MBTA, is in better shape. We have lived without the rail service for many years and we will continue to do so in the future. We have rail stops within a 20 minute drive and have bus service to Boston now from our city adding to a failing system does not seem like the best idea at this time. Thank you for your consideration and time.



Dom Lee  
New Bedford, MA

**Patel, Purvi (EEA)**

---

From: Carol Leonard <cleonard@jackconway.com>  
Sent: Saturday, March 17, 2018 3:53 PM  
To: Patel, Purvi (EEA)  
Subject: Rail Line

126-1 [Lets move the rail line along.](#)  
[The time has come to bring the line to the Easton Taunton area.](#)

Carol Leonard Realtor GRI CSS CDE  
Jack Conway Real Estate Norton  
Cell 508-821-8990 Office 508-285-5506  
I'm Local, I'm global referrals welcome



Patel, Purvi (EEA)

---

From: Cate LePage <catecht@hotmail.com>  
Sent: Thursday, March 22, 2018 6:03 PM  
To: Patel, Purvi (EEA)  
Subject: South coast Rail to Boston

When my husband and I were first married, he was going to school at Northeastern University in Boston, Ma. We lived with family in Somerset due to a lack of finances as we started our life together. He would have to drive 45 minutes to Attleboro to then take a long commuter train ride into the city for school and work. If we had the SouthCoast rail to Fall River then, it would have shortened his commute and gave us more time to spend together. Whenever I think of the job prospects in Boston for either of us, I remember that commute and its effect on our lives and we look elsewhere. I urge MassDOT to move forward with the SouthCoast Rail. It will revitalize a struggling city and it's surrounding communities. It will open job prospects and increase family quality of life by improving commuting time.

Thank you for your consideration,  
Cate LePage

127-1

Patel, Purvi (EEA)

---

From: Steve Lewin <slewin@kinlingrover.com>  
Sent: Friday, March 16, 2018 12:08 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Southcoast Rail

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.  
Thank you.

Stephen T. Lewin  
Branch Executive  
Kinlin Grover Real Estate  
300 Elm Street  
South Dartmouth, MA 02748

<http://kinlingrover.com/homes-magazine/>



Like us on [Facebook](#) • Follow us on [Twitter](#) & [LinkedIn](#) • Watch KGTV on [YouTube](#)  
View our Listings at [www.KinlinGrover.com](http://www.KinlinGrover.com)

Patel, Purvi (EEA)

---

From: Sydney Lewis <syddo@mindspring.com>  
Sent: Thursday, March 22, 2018 11:27 AM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

To Whom It May Concern:

129-1 As a 20-year full time resident of Rochester, MA (and a 55-year visitor to Rochester), I write to urge support for South Coast Rail. It can make a huge difference to economy of the area, more fully connecting it to Boston, to jobs in other areas, to culture and the arts.

We've been waiting a long time for service to extend further than Middleboro and it is time to move forward.

Thank you,

Sydney Lewis  
98 Perry's Lane  
Rochester, MA 02770

Patel, Purvi (EEA)

---

From: Bob Lima <BLima@melantoniore.com>  
Sent: Monday, March 19, 2018 11:57 AM  
To: Patel, Purvi (EEA)  
Cc: 'Paul Chasse'  
Subject: SouthCoast Rail

130-1 Good Morning this is Bob Lima an associate of Berkshire Hathaway Home Services Mel Antonio Real Estate. I wanted to state my opinion on how important I believe the SouthCoast Rail is to this area. It would afford better access to higher earning wages, universities, medical specialists and more opportunity for travel and tourism. These are few important aspects that this project could bring to the Southeastern Massachusetts. We need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you for your time and consideration.

Bob Lima  
508-965-2378

Patel, Purvi (EEA)

From: Joyce D Lopes <Joycedlopes4@comcast.net>  
Sent: Thursday, March 22, 2018 1:02 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Rail

131-1 The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

*Joyce D. Lopes*

GRI, ABR, WCHHS, ROTY  
WHALE Certified Historic House Specialist  
BROKER / OWNER

Joyce D. Lopes Realty Corp.

Cell 508 208-6631 Office 508 998-3261  
Email [Joycedlopes4@comcast.net](mailto:Joycedlopes4@comcast.net)

Serving Massachusetts, Cape Cod & Rhode Island

*Joyce D. Lopes*  
*Realty Corp.*

10 Margaret St. Acushnet, MA  
508-998-3261  
[www.joycedlopesrealty.com](http://www.joycedlopesrealty.com)



*Proudly Celebrating 48 Years in The Real Estate Profession*

Attention:

The Information contained in this message and/or attachments is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any system and destroy any copies.

Patel, Purvi (EEA)

From: Chuck Lord <chuckl@AheadHQ.com>  
Sent: Wednesday, March 21, 2018 11:17 AM  
To: Patel, Purvi (EEA)  
Cc: Fox, Jean (DOT)  
Subject: Support for the SouthCoast Rail project

Dear Secretary Matthew A. Beaton, EOEEA,

132-1 I am writing to you both as a board member of the SouthCoast Chamber of Commerce ([www.southcoastchamber.com](http://www.southcoastchamber.com)), and a local business leader of the 11<sup>th</sup> largest employer in our area. For the greater good of our citizens, and economic growth of our region, I urge you to please support the SouthCoast rail project.

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

The New Bedford area has been experiencing an incredible revitalization in recent years, and is gaining some momentum as the next great success story for our state. The region's rich history, beautiful landscape, strong businesses, and overall affordability make it an ideal location for those looking to either settle down in a terrific community, or even just take day trips, while also helping to keep money within the state. There are many people in our area who are looking to help further this rebirth, but much of their efforts are dependent on getting more people, and the money that comes with them, injected into the mix. I am confident that the SouthCoast Rail project will have a significant impact on exposing our area to more people, and will be an important part in aiding the renaissance.

Thank you.. I truly appreciate your consideration,

Chuck

--

Chuck Lord

CCO



AHEAD/KATE LORD  
[270 Samuel Barnett Blvd](http://270 Samuel Barnett Blvd)

New Bedford, MA 02745  
P: 508-985-9898  
VM: 508-985-2370 Box #304  
E: [ChuckL@AheadHQ.com](mailto:ChuckL@AheadHQ.com)  
  
[www.aheadweb.com](http://www.aheadweb.com)

---

**Patel, Purvi (EEA)**


---

From: Kate Laniagan MacGregor <[kate@katelanaganmacgregor.com](mailto:kate@katelanaganmacgregor.com)>  
Sent: Friday, March 16, 2018 12:49 PM  
To: Patel, Purvi (EEA)  
Cc: Paul Chasse  
Subject: Please rail trail!

133-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Make it a BOLD day!  
Kate

[www.KateLanaganMacGregor.com](http://www.KateLanaganMacGregor.com)  
[www.BOLDmovesrealestate.com](http://www.BOLDmovesrealestate.com)  
[www.AgentRising.com](http://www.AgentRising.com)  
508-728-3648

Sent from my 



Patel, Purvi (EEA)

---

From: karlamantini@aol.com  
Sent: Monday, March 26, 2018 10:51 AM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Southeastern Massachusetts Rail Service

134-1 The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

Note: I commuted for 12 years from Middleboro to Boston and during that time was told that particular line had been approved to go through two more stops (Wareham and Buzzards Bay) but it did not. The number of people who commute from this area is huge. I know that because each morning the train was full and if I did not get to Middleboro on time, the lot was full and I had to drive to Bridgewater.

Thank you.

Karla Mantini  
Howe Allen Realty  
617-966-3627

Patel, Purvi (EEA)

---

From: Ka <kmcookie39@aol.com>  
Sent: Friday, March 16, 2018 2:32 PM  
To: Patel, Purvi (EEA)  
Subject: Rail Service from Fall River & New Bedford

135-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.  
Thank you.

Dean Martin  
Karen Martin  
Shawn Martin

Patel, Purvi (EEA)

---

From: Kerrie McNamara <kmcnamara@jackconway.com>  
Sent: Friday, March 16, 2018 2:41 PM  
To: Patel, Purvi (EEA)  
Subject: southcoast rail

To whom it may concern,

136-1

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Very respectfully,  
Kerrie

**Kerrie McNamara**  
**Realtor®**, SRES®, SRS  
PRESIDENT'S CIRCLE OF SUCCESS  
SENIOR, SELLER AND RELOCATION CERTIFICATIONS  
Jack Conway & Company  
6 County Road, PO Box 1008  
Mattapoisett, MA 02739  
508-631-6037

Patel, Purvi (EEA)

---

From: Heidi McNeil <heidi.mcneil@gmail.com>  
Sent: Thursday, March 22, 2018 12:00 PM  
To: Patel, Purvi (EEA)  
Subject: Support southcoast rail

137-1 I am wholeheartedly in support of the southcoast rail project. New Bedford has been making sustained, thoughtful, intelligent, and strategic progress towards economic and social improvement. They are seeing real progress. Southcoast rail will only serve to bolster these efforts and open up new opportunities for growth and development in the state.

Thank you!

Heidi McNeil  
2 Benson Rd, 02770

--  
Heidi McNeil 508-789-3258  
--  
Heidi McNeil 508-789-3258

Patel, Purvi (EEA)

From: Lloyd Mendes <mendes\_lloyd@hotmail.com>  
Sent: Saturday, March 03, 2018 1:06 PM  
To: Patel, Purvi (EEA); Fox, Jean (DOT); Michael Rodrigues  
Subject: SCRail public input: Middleboro option

Please accept my input as a member of the public to the proposed alternative route for the long-awaited South Coast Commuter Rail project. I reside and vote in Somerset, on the South Coast.

- 138-1 I fully support the Middleborough alternative for several reasons. Because it is simpler to build, it could be completed much quicker than the Stoughton alternative, in a notional sense, assuming that the Legislature will fund any alternative. As a taxpayer, I certainly welcome an alternative that is three times cheaper to build than the Stoughton alternative, again in a notional sense (i.e. assuming that any alternative will be built). However, most importantly, I support the Middleborough alternative because it is part of a robust strategy that will benefit the southeastern Massachusetts economy regardless of the Legislature's funding priorities over the coming years. Whether or not the Middleborough alternative becomes part of the long-promised "South Coast Rail," the improvements to the rail track from Pilgrim Junction in Middleboro through Cotley Junction in Taunton and south to New Bedford and Fall River will make our region and its seaports more attractive to industrial investors in freight. Certainly, in a notional sense, I would welcome a commuter rail service as well, in order to bring our young people to better paid jobs in Boston and to lure hard-working, well-educated young people from Boston to settle in our communities and raise their families here. However, even in the absence of commuter rail service, the improved rail tracks will help us attract more local industrial investment and jobs.
- 138-2 To that end, I ask you to prioritize MassDOT's investment in the Middleborough alternative (Phase 1) in a way that maximizes the robustness of the strategy: First improve the tracks from Pilgrim Junction southward to New Bedford and Fall River. Delay investment in the new passenger station in Middleborough until you have reached an agreement with the Selectmen of Middleborough and Lakeville, and until all your track improvements are fully funded and implemented. Then, whichever way the political winds blow, future generations of South Coasters will benefit economically.
- 138-3

Thank you,

Lloyd Mendes  
46 Anawan Street  
Somerset Massachusetts 02725

\*\*\*\*\* Lloyd R. Mendes

\*\*\*\*\*7774-177(801)918-998277

From: MassDOT <massDOT@public.govdelivery.com>  
Sent: Thursday, March 1, 2018 17:01  
To: mendes\_lloyd@hotmail.com  
Subject: South Coast Rail Reminder: Join us for a South Coast Rail Public Meeting in Taunton on March 19



You are subscribed to the South Coast Rail Project from the Massachusetts Department of Transportation.

**MassDOT and the MBTA invite you to attend a  
South Coast Rail Public Meeting in Taunton on the  
Draft Supplemental Environmental Impact Report (DSEIR):  
Monday, March 19, 2018  
6:30 PM - 8:30 PM  
Martin Middle School Auditorium  
131 Caswell Street, Taunton, MA**

On January 31, 2018, MassDOT filed a Draft Supplemental Environmental Impact Report (DSEIR) for South Coast Rail (SCR). The document describes MassDOT's approach to providing SCR service by extending an existing rail line. MassDOT proposes to deliver Phase 1 service to Taunton, Fall River and New Bedford late in 2022, years before revenue service is possible under the Full Build Project. At the same time, MassDOT will proceed with designing, permitting and funding the Stoughton Straight Electric Alternative.

**MassDOT and the MBTA are also hosting a South Coast Rail Public Meeting in Dartmouth on March 6. The March 6 public meeting information will also be provided at this event.** Download the Meeting Flyers for more information:

- Dartmouth Public Meeting on March 6, 2018 - flyers in [English](#), [Spanish](#), or [Portuguese](#).
- Taunton Public Meeting on March 19, 2018 - flyers in [English](#), [Spanish](#), or [Portuguese](#).

**Where to Find the DSEIR:** The DSEIR can be downloaded from the project website at [www.mass.gov/southcoastrail](http://www.mass.gov/southcoastrail). The document is also available in 36 South Coast public libraries (full list is available on the project website), or electronically by request to Jean Fox ([Jean.Fox@state.ma.us](mailto:Jean.Fox@state.ma.us)).

**How to Comment:**

Written comments must be submitted by **March 23, 2018** to:

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
or email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

MassDOT would like to receive a copy of your letter, which you can send to:

Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116  
or email: [Jean.Fox@state.ma.us](mailto:Jean.Fox@state.ma.us)

**Comments for the official record must be received in writing. Comment forms will be available and can be submitted at the meeting.**

Please contact the project team with any questions at [SouthCoastRail@dot.state.ma.us](mailto:SouthCoastRail@dot.state.ma.us).

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email

[MASSDOT.CivilRights@dot.state.ma.us](mailto:MASSDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the meeting.

Title VI Notice of Nondiscrimination: MassDOT complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations. It is the policy of MassDOT to ensure that no person or group of persons shall on the grounds of Title VI protected categories, including race, color, national origin, or under additional federal and state protected categories including sex, age, disability, sexual orientation, gender identity or expression, religion, creed, ancestry, veteran's status (including Vietnam-era veterans), or background, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by MassDOT. To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact MassDOT's Title VI Specialist by phone at (857) 368-8580, TTY at (857) 368-8580, fax (857) 368-0602 or by e-mail at [MASSDOT.CivilRights@dot.state.ma.us](mailto:MASSDOT.CivilRights@dot.state.ma.us).

If information is needed in another language, please contact the MassDOT Title VI Specialist by phone at (857) 368-8580.

Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do MassDOT pelo fone 857-368-8580.

Si necesita información en otro lenguaje, favor contactar al especialista de MassDOT del Título VI al 857-368-8580.

如果需要使用其它语言了解信息，请联系马萨诸塞州交通部（MassDOT）《民权法》第六章专职人

员，电话 857-368-8580。

如果需要使用其它语言了解信息，請聯系馬薩諸塞州交通部（MassDOT）《民權法》第六章專職人員，電話 857-368-8580。



Questions?  
[Contact Us](#)

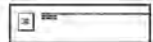
STAY CONNECTED:



SUBSCRIBER SERVICES:

[Manage Preferences](#) | [Unsubscribe All](#) | [Subscription Help](#)

This email was sent to [jeanfox@hotmail.com](mailto:jeanfox@hotmail.com) using CityDelivery, Communications Cloud, on behalf of the: Massachusetts Department of Transportation - 10 Park Plaza, Suite 4150 - Boston, MA 02116 877-626-6840



**Patel, Purvi (EEA)**

---

From: Linda Moniz <lmoniz@comcast.net>  
Sent: Friday, March 16, 2018 12:17 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Rail Project

139-1

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.  
Thank you.

Linda Moniz Perry

REALTOR

Pelletier Realty

696 Ashley Blvd

New Bedford, MA 02745

(508)728-0407



"E-Mails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract unless a written contract is signed by the parties"

**Patel, Purvi (EEA)**

---

From: Maria Moniz <mariahmoniz@gmail.com>  
Sent: Friday, February 23, 2018 11:00 AM  
To: Patel, Purvi (EEA)  
Subject: Middleboro route

140-1 Thank you for choosing the Middleboro route!  
Maria Moniz, Falmouth, MA



Patel, Purvi (EEA)

---

From: Benita Rose Montiero <bmonteiro@kinlingrover.com>  
Sent: Monday, March 19, 2018 9:37 AM  
To: Patel, Purvi (EEA)  
Subject: Rail service for southern Massachusetts

2

141-1

**The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.**

**Benita Rose MONTEIRO**

Sent from my iPhone



Like us on [Facebook](#) • Follow us on [Twitter](#) & [LinkedIn](#) • Watch KGTV on [YouTube](#)  
View our Listings at [www.kinlingrover.com](http://www.kinlingrover.com)

March 24, 2018 (sent late because I was out of the country until late Friday night).

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: EEA #14346, DSEIR for the South Coast Rail project

Dear Secretary Beaton,

I am submitting this comment letter on the Draft Supplemental Environmental Impact Report (DSEIR) for the South Coast Rail project.

While this project is well intended and I support public transit projects, this is NOT a cost-effective project (i.e., too expensive for the number of riders). Please do not make a positive determination on this DSEIR. This project should not proceed at this point, not unless and until:

- 142-1 • More cost-effective transit projects are completed first
- 142-2 • Electrified from the start (with what we know about the detrimental impacts of diesel particulate emissions. It is a big mistake to continuing to invest in a system that uses diesel traction. This runs counter to the Commonwealth's plans to reduce greenhouse gas emissions, especially given that transportation is currently the largest contributors to greenhouse gas emissions in the Commonwealth.
- 142-3 • Stations are near town centers and not in locations far from where people with "Park & Ride" type stations with large parking lots.
- 142-4 • Greater than trip frequency than only for commuters headed into Boston

Thank you for your consideration and we hope that these comments will be reflected in any future planning around the South Coast Rail project.

Regards,

Alan Moore  
23 Cherry St.  
Somerville, MA 02144

Patel, Purvi (EEA)

From: Greg Murphy <gregmurphy7799@yahoo.com>  
Sent: Friday, March 16, 2018 12:23 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: Southcoast Rail

143-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022. Thank you.

Greg Murphy  
Weichert Realtors ,Briarwood Real Estate

[Sent from Yahoo Mail on Android](#)



DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 23, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse.

- 144-1 The <sup>Stoughton</sup> ~~Stoughton~~ Alternative seems like the best option for the South Coast in all aspects except for cost.
- 144-2 I worry that once phase 1 is built, there will be no more political motivation to build phase 2. What assurances can we get from the Baker-Polito Administration and MassDOT that phase 2 will indeed be built?

NAME Remy Nicka TITLE STUDENT

ORGANIZATION \_\_\_\_\_ ADDRESS \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Norman J. Orrall, PE  
120 Crooked Lane  
Lakeville, MA 02347

March 22, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel)  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton:

This letter is in regard to MassDOT DSEIR filed with the Massachusetts Environmental Policy Act (MEPA) unit on January 31, 2018 describing a plan to begin commuter rail service to Taunton, New Bedford and Fall River by the year 2022 by utilizing a phased approach that utilizes the existing Middleborough Secondary freight line. I appreciate your consideration of my comments.

I am a resident of Lakeville, a patron of the existing Middleborough/Lakeville commuter line, and a civil engineer. As the most significant change to the original South Coast Rail plan is the relocation of the Lakeville Station to a new station called Pilgrim Junction, my comments relate to this portion of the project.

#### Traffic

The Pilgrim Junction Station concept plan included in the DSEIR shows one new entrance/exit directly across from the I-495 Northbound entrance/exit ramps on Route 105. Section 5 of the DSEIR on traffic, studies the four intersections to be impacted by this project change. These intersections include the one mentioned above, as well as Route 105 at Route 28, Route 105 at I-495 Southbound exit/entrance ramps, and Route 105 at Route 79/Commercial Drive. Existing traffic volumes were collected in year 2017 and used to project traffic volumes for a design year of 2030 to analyze three future scenarios; no project, project without mitigation, and project with mitigation.

The analysis shows that there is no detrimental impact to these four intersections from the station relocation. However, the intersection of Route 105 and Route 28 is at a Level of Service (LOS) F in both the future "no project" and "project" conditions. Due to this poor LOS, the document recommends mitigation to improve the LOS of this intersection from an F to D by making various improvements to the signals. This improvement is beneficial to the town, but I believe additional mitigation for traffic and economic development could be achieved through the addition of another entrance/exit to the proposed Pilgrim Junction Station.

The additional entrance could be located adjacent to the proposed pedestrian access along Route 28, in the general location of an existing driveway at 52 West Grove Street. This entrance would most likely warrant a traffic signal and therefore improve the ability for pedestrians from adjacent neighborhoods to safely access the proposed station as well as allow traffic an option to enter or exit the station for convenience and provide additional mitigation for the traffic on Route 105, particularly at Route 28.

In addition, a new roadway should be investigated between these two entrances to provide full traffic access to and from Route 28 to Route 495, thus further improving the existing intersection at Route 105 and Route 28. This new roadway would be designed safely separated from the station parking in order to allow both access to the station and a new public roadway. This proposal would provide an opportunity for the town of Middleborough to grow economically without further impacts to the already congested intersection at Route 105 and Route 28.

#### Environmental Justice

The DSEIR notes that there is an environmental justice area located just beyond the half mile study area. The conclusion is that there is no detrimental impact from the project to this area. However, would the relocated Pilgrim Junction Station provide positive impacts to this population by being moved to just over a half mile of it? Would home values increase? Additionally, it is my understanding that engines that currently idle overnight at this location during the winter months will no longer do so. Will this be an improvement to air quality for this environmental justice area as well as the entire neighborhood?

#### Economic Impacts

MassDOT has provided grants through SRPEDD to the towns affected by the South Coast Rail Stoughton Route to help plan for the changes that come with the new rail system. I recommend further mitigation for the relocated train station in the form of addition grants to Lakeville and Middleborough to study and plan for the economic impacts and a positive economic boost with the change in location of the station. Lakeville has experienced many new businesses around the current station. These businesses seem to be within the same distance to the relocated station as from the existing one and therefore may not be negatively impacted, but Middleborough may see pressure to convert existing commercial and residential properties around the station to new business. Both towns need to plan for the best way to take advantage of the relocated station.

In addition, the existing Lakeville Station is proposed to have less use with this Phase 1. I recommend that all excess land that is currently existing parking lots be made available for development. These parking lots should not be left unused.

Sincerely,



Norman J. Orrall, PE  
Lakeville Resident

145-1

145-2

145-3

145-4

145-5

145-6

Patel, Purvi (EEA)

---

From: Joseph Pacheco <jpacheco@jackconway.com>  
Sent: Friday, March 16, 2018 1:17 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: passenger rail service to Boston

entities other than the intended recipient is prohibited. If you received this in error, please contact Joseph D. Pacheco @ Jack Conway 508-971-3094 and delete the material from any computer.

146-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.

Thank you.

**Joseph D. Pacheco, GRI**  
**Manager, Realtor®**  
**Jack Conway and Company**  
106 State Road  
North Dartmouth, MA 02747

Office 508-993-2700  
Fax 508-993-2711  
Cell 508-971-3094  
Email [jpacheco@jackconway.com](mailto:jpacheco@jackconway.com)

[Click here to submit an insurance referral](#)

[Click Here to Submit a Testimonial](#)



**LUXURY  
PORTFOLIO**  
FINE PROPERTY COLLECTION



**LEADING REAL ESTATE  
COMPANIES OF THE WORLD™**

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or

Patel, Purvi (EEA)

---

From: Joseph Pacheco <jpacheco@jackconway.com>  
Sent: Thursday, March 22, 2018 2:03 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

Dear Pervi,

146-2 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2027. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you.

**Joseph D. Pacheco, GRI**  
**Manager, Realtor®**  
**Jack Conway and Company**  
106 State Road  
North Dartmouth, MA 02747

Office 508-993-2700  
Fax 508-993-2711  
Cell 508-971-3094  
Email [jpacheco@jackconway.com](mailto:jpacheco@jackconway.com)

[Click here to submit an insurance referral](#)

[Click Here to Submit a Testimonial](#)



**LUXURY**  
**PORTFOLIO**  
FINE PROPERTY COLLECTION

 **LEADING REAL ESTATE**  
**COMPANIES OF THE WORLD™**

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact Joseph D. Pacheco

@ Jack Conway 508-971-3094  
and delete the material from any computer.



Patel, Purvi (EEA)

---

From: Jeanne Padilla <padillajeanne@gmail.com>  
Sent: Thursday, March 22, 2018 8:47 AM  
To: Patel, Purvi (EEA)  
Subject: Rail to Boston

147-1 I am writing to urge you to proceed with the rail from Fall River to Boston. This project is necessary to the growth of our region.

Jeanne Azar Padilla  
Fall River Ma

--  
Sent from Gmail Mobile

TO THE MASS DOT AND THE MBTA,

I would like to extend my sincere thanks for getting the South Coast Rail Project to this point. I have been a longtime advocate and I am very happy to see it moving along. I have lived in the Fall River area all my life. My parents have told all of our family members about the trains of years ago that ran from Fall River to Boston. They would use them to go ballroom dancing in Boston every weekend. My father who has now passed would always say that he could get to Boston faster in those days than he could get there today. Why did the time and money never develop to maintain such an important infrastructure. We need this back in this area as soon as possible. I have spoken to every elected official and have been to every neighborhood group this this city to speak about the South Coast Rail Project and everyone yes everyone wants this to happen. I did not find one person or company that was opposed to this project. I was very excited to hear Governor Baker in his state of the state speech say that he was tired of lip service and wanted to put this project on the front burner. "Thank God" !! We really need

148-1 this to happen. It will help us in many ways. Please lets make this happen.

Larry Pare

39 N. Ogden St.

Fall River Ma. 02723

FW: REALLY GOOD NEWS THESE DAYS !!

Sarah Paritsky &lt;SParitsky@reginavilla.com&gt;

Fri 2/9/2018 1:04 PM

To: MassDOT South Coast Rail &lt;SouthCoastRail@dot.state.ma.us&gt;;

**From:** Larry Pare [<mailto:larry81157@gmail.com>]**Sent:** Friday, February 09, 2018 6:19 AM**To:** Fox, Jean (DOT)**Subject:** REALLY GOOD NEWS THESE DAYS !!

Hi Jean,

Just wanted to tell you I am very happy to hear the great news these days about South Coast Rail. I was very happy to hear the governor say at the state of the state speech "And I am tired of lip service". We all are !! lets get this going. !! Every one in office in Fall River wants this to happen. You must be happy to see this moving forward?? Let me know if I can help in any way.

Thank you for all that you do. You are such a patience person...!!

Larry Pare  
508-965-8618

FW: South Coast Rail

Sarah Paritsky &lt;SParitsky@reginavilla.com&gt;

Mon 3/12/2018 8:37 AM

To: MassDOT South Coast Rail &lt;SouthCoastRail@dot.state.ma.us&gt;;

**From:** Larry Pare <[glenn81157@verizon.net](mailto:glenn81157@verizon.net)>**Date:** March 11, 2018 at 2:12:47 PM EDT**To:** <[rep-edwards@rilegislature.gov](mailto:rep-edwards@rilegislature.gov)>, <[rep-jay70@cox.net](mailto:rep-jay70@cox.net)>**Cc:** <[jean.fox@dot.state.ma.us](mailto:jean.fox@dot.state.ma.us)>**Subject:** South Coast Rail

Hello Representative Edwards,

Hope you remember me, my name is Larry Pare from Fall River. The last time we spoke it was at a South Coast Rail update meeting at the Good Shepherd Parish on South Main St. Fall River. I told you I would update you when something solid happens. "Well it has". I will be sending you updates on the project that will now come through the town of Middleborough, Ma, then go to Taunton, then split down to Fall River and New Bedford Ma. The cost is much less and the time is a lot less too. With some solid support and good luck the new goal is 2022. Jean Fox is still leading the project as project manager, a hard working, patience person. Her and I spoke this week and We are again looking for all the support we can get, and in every direction. The new plans are called phase 1. We are in the public comment part of moving forward. So I am out again trying to find support from everyone. I was quite surprised that our Governor Baker in his state of the state address stated that he was moving this project to the top of the DOT transportation list. His word were " I am tired of lip service " He is committed to moving this forward. So I would like to ask you if your office could compose a letter in support of the South Coast Rail Project and send it to Jean Fox at [Jean.fox@state.ma.us](mailto:Jean.fox@state.ma.us). I was thinking with the new Casino in Tiverton coming and all the other upgrades in Tiverton the commuter rail would be very welcome here to help out.

"I thank You Very Much"

Larry Pare  
[Larry81157@gmail.com](mailto:Larry81157@gmail.com)  
508-965-8618  
Sent from my iPad



569 Wilbur Avenue, Swansea, MA 02777  
508.675.0308

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

149-1 Partner's Insurance Group would like to express its support of the two phase approach to South Coast Rail. This project will increase opportunity for South Coast residents while providing growth opportunities for our communities. The faster this vital connection to the Boston Metro area can be established, the sooner benefits will begin to accrue across the South Coast. It is encouraging to learn that the Draft Supplemental Environmental Impact Statement continues to clear a path to commence construction. With this in mind Partner's Insurance Group supports the advancement of Phase I of the South Coast Rail Project and the reconnection of passenger rail service to Boston.

Sincerely,  
  
Lawrence T. Wilson, Jr.  
President & CEO  
Partners Insurance Group

---

**Patel, Purvi (EEA)**

From: Judy Perry <jperry@jackconway.com>  
Sent: Thursday, March 22, 2018 1:49 PM  
To: Patel, Purvi (EEA)  
Cc: Paul@rasem.realtor  
Subject: SouthCoast Rail

Extending the rail service to New Bedford is going to be a great asset to the SouthCoast and to Boston! It will give the people on the SouthCoast easier access to Boston area hospitals, more specialized jobs, expand their educational opportunities and enhance travel and tourism both to Boston and to the amenities here on the SouthCoast. I urge all those involved to move forward, finally complete phase 1 of the SouthCoast Rail Project by 2022 and make this a reality for the residents of Southeastern Massachusetts. Thank you...Judith A. Perry.

**Patel, Purvi (EEA)**

---

**From:** Kathy Prone <kathy.prone@gmail.com>  
**Sent:** Wednesday, March 21, 2018 1:32 PM  
**To:** Patel, Purvi (EEA)  
**Cc:** Fox, Jean (DOT); pregan@mbtaadvisoryboard.org;  
murray@town.duxbury.ma.us  
**Subject:** South Coast Rail DSEIR Public Comment

Richard Prone  
MBTA Advisory Board Representative  
Town of Duxbury  
781-254-4413

March 21, 2018

Dear Sir:

As Duxbury's Representative to the MBTA Advisory Board, please accept this public comment relative to the South Coast Rail project:

- 151-1 1. On time performance is critical to not only SCR's success, but to the Kingston/Plymouth and Greenbush lines as well. If the Braintree-Boston segment is not double tracked, cascading delays could degrade overall on time performance if a SCR train does not leave Middleboro on time. I would recommend a 3-4 minute station stop at Middleboro for inbound trains to ensure keeping the under-one-hour benchmark existing schedules on the Old Colony and Greenbush lines.
- 151-2 2. Install at least 45 mph switches at Cotley Jct. and Myricks to save time. Low-speed switches at these locations will add at least seven minutes to the schedule. Also, if the Union Street (Rte. 139) crossing at Holbrook/Randolph is grade-separated, it will save 3.5 minutes northbound, plus tens of thousands of dollars per year in wheel damage caused by three cab signal step-downs approaching CP Union.
- 151-3 Additionally, if the 15 mph switch at Green Interlocking is upgraded to 30 mph, it will allow Greenbush trains to save a few minutes each way entering and exiting the branch. This will allow more fluidity for train dispatchers to manage traffic on the mainline, while improving trip time on the Greenbush line. Jim Eng, then-project manager on the GB line, said this would be possible when the Elm Street overhead bridge is upgraded.
- 151-4
- 151-5 3. Rumors abound that the T may trade in their new Motive Power Industry diesel locomotives for new Siemens Charger passenger locomotives. I heartily endorse this initiative. The Siemens Charger is a proven, high-horsepower diesel passenger locomotive capable of pulling ten-car passenger trains at speeds over 100 mph. They also have a Tier 4 environmental rating, which would improve air quality overall.
- 151-6 4. I heartily endorse MassDOT's initiative to operate New Bedford-Fall River trains via the Middleboro line, as long as it does not degrade the on time, under one-hour schedules of the Kingston/Plymouth and Greenbush lines. Much of the Middleboro line south of Braintree would be suitable for 80 mph speeds, along with long sections of the Middleboro secondary track and New Bedford/Fall River lines. As long as the trains offer quality, on time service with affordable fares for both regular commuters and families alike, this long overdue project will be successful from the start.

Respectfully submitted,

Patel, Purvi (EEA)

---

From: Becky Pulley <beckypulley@gmail.com>  
Sent: Friday, March 16, 2018 2:46 PM  
To: Patel, Purvi (EEA)  
Cc: paul@rasem.realtor  
Subject: SouthCoast Rail Project 2022 as promised PLEASE

**PLEASE help us provide jobs, boost the local economy, bring this area the RAILWAY that has been promised for years.**

152-1 For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.

For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022. Thank you.

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

**Now is the time! Thank you.**

*Becky Pulley ABR, SRES*  
REALTOR®  
**Licensed in Ma, RI**  
**CENTURY 21 Topsail Realty**  
Tiverton Office  
1741 Main Rd  
Tiverton, RI 0287  
[BeckyPulley@gmail.com](mailto:BeckyPulley@gmail.com)  
C - 774-488-6158  
O - 401-625-5878  
F - 401-816-0317  
To be removed from my mailing list please reply with UNSUBSCRIBE in the subject line.



**Emails are for information and negotiation purposes only. No agreement to buy or sell real estate will be binding on Cartus unless and until Cartus has signed a contract.**



73 Fensview Drive  
Westwood, MA 02090  
[wreidy73@yahoo.com](mailto:wreidy73@yahoo.com)

22 March 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Ms. Patel:

Please accept the following as my comments on the South Coast Rail Draft Supplemental Environmental Impact Report.

I have three concerns with the proposed phase 1 South Coast Rail project:

- 153-1 • The impact on the constrained Old Colony Main Line between Braintree and South Bay in Boston;
- 153-2 • The removal of daily rail service to the existing Middleborough/Lakeville commuter rail station; and
- 153-3 • The impact on prospects for commuter rail service for Wareham and Buzzards Bay.

#### Old Colony Main Line

The Old Colony Main Line is largely a single-track railroad between Braintree station and the South Bay yard in Boston. Currently this segment handles commuter rail traffic for three Massachusetts Bay Transportation Authority commuter rail lines: Greenbush; Kingston/Plymouth; and Middleborough/Lakeville.

These three lines are currently underserved in comparison to all other MBTA commuter rail lines:

<b>MBTA Commuter Rail Line</b>	<b># of Weekday Trains</b>
<b>Greenbush</b>	<b>12 round trips</b>
<b>Kingston/Plymouth</b>	<b>12 round trips</b>
<b>Middleborough/Lakeville</b>	<b>12 round trips</b>
Fairmont	20.5 round trips (21 inbound; 20 outbound)
Providence/Stoughton	36 round trips
Franklin	20.5 round trips (22 inbound; 19 outbound)
Needham	16 round trips
Framingham/Worcester	27.5 round trips (28 inbound; 27 outbound)
<b>South Station lines average (excluding Old Colony):</b>	<b>24.1 round trips</b>
Fitchburg	19 round trips
Lowell	26 round trips
Haverhill	22 round trips
Rockport	15 round trips
Newburyport	16 round trips (17 inbound; 15 outbound)
North Station lines average	19.6 round trips
<b>All lines average (excluding Old Colony)</b>	<b>21.9 round trips</b>

Source: [mbta.com](http://mbta.com), 21 March 2018.

The Old Colony lines average less than half the level of service provided to the other South Station lines and less than 55 percent the level of service provided to all other MBTA commuter rail lines. Clearly the existing Old Colony rail service underserves the South Shore and southeastern Massachusetts. The SCR project team might suggest that's because ridership demand justifies the lower level of service, but any reduced ridership demand is the direct result of the lower level of service provided, primarily due to the Old Colony Main capacity constraints.

The MBTA now has reconstruction projects underway or planned for the Red Line stations in Quincy. None of these projects include accommodation for a second Old Colony Main Line track to increase capacity.

The Old Colony Main Line is the only portion of the MBTA commuter rail system where three lines feed into a largely single-track trunk line into Boston. Under the SCR Phase 1 proposal, this trunk line is expected to accommodate service for four MBTA commuter rail lines: Greenbush; Kingston/Plymouth; New Bedford; and Fall River. As a direct result, the phase 1 proposed service provides little better than a quarter of what the MBTA considers a reasonable level of service for New Bedford and Fall River.

Beyond the South Coast, the entire South Shore and southeastern Massachusetts region is affected by the existing constraints of the Old Colony Main. The limited rail schedule restricts lower income residents from participating in the job boom in Boston, particularly the Seaport district, or educational opportunities. The proposed Phase 1 service further restricts transportation opportunities for the Environmental Justice communities in the South Shore and southeastern Massachusetts region.

The Commonwealth should be legally bound to complete the full build option via Stoughton if SCR Phase 1 is approved.

#### Middleborough/Lakeville station

Since its opening in 1997, the Middleborough/Lakeville commuter rail station has seen considerable transit-oriented development, with the addition of hundreds of residential units next to the station. Under the SCR phase 1 proposal, daily rail service would be eliminated at this station, possibly replaced with a slower bus or van service.

If promoting transit-oriented development is a stated goal of the Commonwealth and the MBTA, how can rail service be reasonably withdrawn from this station?

At the very minimum, a rail shuttle should be required between this station and the optional Cape service platform at the proposed Pilgrim Junction station. While still a major reduction in service for Middleborough/Lakeville, a rail shuttle at least provides a much more direct and faster connection to Pilgrim Junction. A rail shuttle also avoids additional traffic on congested Route 105.

#### Wareham and Buzzards Bay service

The selectmen and community leaders of the towns of Wareham and Bourne have long sought to have the Middleborough/Lakeville commuter rail line extended to Buzzards Bay village. Both towns see the service as an important economic revitalization tool. Wareham is home to large Environmental Justice populations, for who direct commuter rail service to Boston would open opportunities for better jobs and education. As a native of Wareham who has attended college and worked in Boston, I have seen first-hand the benefits a direct rail service could provide the town.

Bourne officials see rail service as a catalyst to revitalize the moribund Buzzards Bay business district – so much so, the town chose to join the MBTA district a few years ago in the hope of getting commuter rail sooner.

SCR Phase 1 greatly harms prospects for Buzzards Bay rail. A direct rail service to South Station will now not be possible, since Middleborough line trains will be redirected toward New Bedford and Fall River.

Unless a rail shuttle is provided from the existing Middleborough/Lakeville station to Pilgrim Junction, Wareham

and Bourne commuters who use the Middleborough line may well find parking difficult, as the Pilgrim Junction station parking lot will be considerably smaller than at Middleborough/Lakeville.

Past MassDOT Central Transportation Planning Staff studies for a Buzzards Bay extension have shown it could be established at much lower capital cost per passenger than SCR. A 2015 study by the Cape Cod Commission showed that a shuttle service to Middleborough/Lakeville, while attracting a lower ridership, would still attract a quarter of the ridership at one-tenth the capital cost of SCR Phase 1.

153-6 As previously discussed, SCR Phase 1 should be required to include a rail shuttle for the existing Middleborough/Lakeville station to Pilgrim Junction. Strong consideration should be given to extending that shuttle down to Buzzards Bay village, using the existing route of the summertime CapeFLYER and possibly the CapeFLYER stations of Wareham Village and Buzzards Bay, as mitigation for local residents who currently use Middleborough/Lakeville.

Thank you for your time and consideration.

William H. Reidy

---

**Patel, Purvi (EEA)**

**From:** Deven Robitaille <deven@southcoastchamber.com>  
**Sent:** Thursday, March 22, 2018 9:16 AM  
**To:** Patel, Purvi (EEA)  
**Subject:** Rail to Boston Comments

This is a very important project!!!

154-1 Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you.

**Deven Q. Robitaille, MBA**

Programs and Events **MANAGER**

SouthCoast Chamber

794 Purchase Street

New Bedford, MA 02742

P: (508) 999-5231 Ext. 103

F: (508) 999-5237

E: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com)

[www.southcoastchamber.com](http://www.southcoastchamber.com)

Proudly Serving New Bedford and the Towns of the South Coast

[LinkedIn](#) [Facebook](#) [Twitter](#) [Business Directory](#)

***New email address: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com). The New Bedford Area Chamber of Commerce is excited to be doing business as the SouthCoast Chamber.***

## Patel, Purvi (EEA)

---

**From:** Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
**Sent:** Thursday, March 22, 2018 10:11 AM  
**To:** Patel, Purvi (EEA); Patel, Purvi (ENV) (purvi.patel@state.ma.us)  
**Subject:** FW: SouthCoast Rail Comments

Comment letter.

Jean C. Fox  
Project Manager, South Coast Rail  
MassDOT  
10 Park Plaza, Suite 4150  
857-368-8853  
857-600-8791 (cell)

---

**From:** Deven Robitaille [<mailto:deven@southcoastchamber.com>]  
**Sent:** Thursday, March 22, 2018 9:18 AM  
**To:** Fox, Jean (DOT)  
**Subject:** SouthCoast Rail Comments

The rail is extremely important to our Region!!

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long. Thank you.

**Deven Q. Robitaille, MBA**  
Programs and Events **MANAGER**  
SouthCoast Chamber  
794 Purchase Street  
New Bedford, MA 02742  
P: (508) 999-5231 Ext. 103  
F: (508) 999-5237  
E: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com)  
[www.southcoastchamber.com](http://www.southcoastchamber.com)  
Proudly Serving New Bedford and the Towns of the South Coast  
[LinkedIn](#) [Facebook](#) [Twitter](#) [Business Directory](#)

**New email address: [deven@southcoastchamber.com](mailto:deven@southcoastchamber.com). The New Bedford Area Chamber of Commerce is excited to be doing business as the SouthCoast Chamber.**

## Patel, Purvi (EEA)

---

**From:** Tridib Roy <tkroy216@gmail.com>  
**Sent:** Wednesday, March 14, 2018 2:30 PM  
**To:** Patel, Purvi (EEA)  
**Subject:** South Coast Rail Studies again!

Hi Ms.Patel,  
Thanks for the info. on the South Coast Rail. We have seen these studies done so many times in our last thirty years. Unfortunately these are just a method of depriving the SouthCoast Community of a legitimate mass transportation connection to Boston and the adjacent communities.

**This is depriving them of the greatest of economic development opportunity, keeping them languishing in the lowest financial rung of the state. Very sad and unfortunate!**  
155-1 **Time to act on the previous recommendations and give them something concrete even less than perfect. Much more preferable than these**  
**Useless studies again and again without acting on them!**

Dr.T.K.Roy  
Prof.Emeritus.

Patel, Purvi (EEA)

From: Dawn Rusin <dawnrusin@yahoo.com>  
Sent: Monday, March 19, 2018 10:20 AM  
To: Patel, Purvi (EEA)  
Cc: Paul Chasse  
Subject: South Coast Rail

I am a life long resident of Fall River .Ma. for too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I respectfully urge you to complete phase 1 of the project by its intended date of 2022

Thank you  
Dawn Rusin

Dawn Rusin

RE/MAX Right Choice

License #9057076 Office# 9391

Office # 508-677-3629 Cell # 774-930-5652

<http://www.linkedin.com/in/dawnrusin>

[www.rightchoiceinrealestate.com](http://www.rightchoiceinrealestate.com)

<https://www.facebook.com/remaxrightchoice/app/691252210905997>



please consider the environment before printing this e-mail

## Plimoth Investment Advisors®

Steven A. Russo, CFA  
Plimoth Investment Advisors  
330 Swansea Mall Dr.  
Swansea, MA 02777  
March 16, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Secretary Beaton,

157-1 Plimoth Investment Advisors is a strong advocate of the South Coast Rail project. The communities of Fall River and New Bedford are poised to leverage this investment in commuter transit service. The economic, environmental, and social benefits of a two phase South Coast Rail project are clearly in the best interest of the region and the state. Delaying these benefits would only delay progress in the South Coast. This is one reason why Plimoth Investment Advisors applauds the conclusions of the Draft Supplemental Environmental Impact Report, which supports the timely construction of South Coast Rail. Once complete, South Coast Rail holds the potential to unlock tremendous value for our communities.

Sincerely,

Steven A. Russo, CFA  
President & CEO  
Plimoth Investment Advisors

One BayCoast Place, 330 Swansea Mall Drive, Swansea, MA 02777  
508-675-4310 or toll-free 888-268-4002  
[www.plimothinvestmentadvisors.com](http://www.plimothinvestmentadvisors.com)

**Cathleen M. Salley**

101 Marion Road  
Middleboro MA 02346  
(508) -947-3221 H  
(617) 345-3699 W

Distribution List:

Secretary Matthew A Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA # 14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

[Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston MA 02116

Middleborough Board of Selectmen  
Allin Frawley, Chairman  
10 Nickerson Avenue  
Middleborough, MA 02346

Representative Thomas J. Calter  
10 Cordage Park Circle  
Suite 233  
Plymouth, MA 02360

Representative Susan Williams Gifford  
191 Main Street, Suite 213F  
Wareham, MA 02571

March 20, 2018

RE: SCR DSEIR Comments

158-1 A Pilgrim Station in Middleboro will bring no benefit to my community. It will only  
158-2 bring harm. Harm in the form of auto accidents. Harm in form of contaminated  
158-3 water. Harm because local community access to parking is being removed. Harm  
158-4 because Transit Orientated Development at Pilgrim station will never happen. Your

report states TOD it is not expected to be significant at Pilgrim Station. There will be none. Pilgrim Station does not provide a single benefit to my community. It will only harm it.

158-5 Area residents do not want the existing train station closed and a new one built. TOD has occurred in Lakeville because of the train. Lakeville's housing continues to grow in the area. Middleboro will receive no economic benefit from a station at Pilgrim Junction. Lakeville does not want an empty parking lot. Yes, it will be empty. No one will use it to go to the Cape from Lakeville station as your report suggests.

158-6 Middleboro does not want the added traffic congestion in an already dangerous area. Your report admits that the intersection of RT105 and RT28 has a vehicle crash rate that is 3.6% higher than the statewide accident rate. The entrance for the proposed Pilgrim Station is approximately only 1000ft away from the intersection of RT105 and RT28.

158-7 The same high traffic at RT105 and RT28 exists at the proposed entrance to Pilgrim Station. In between the proposed entrance and the intersection of RT105 and RT28 are three side streets and numerous businesses. Vehicles exiting East Clark Street that are taking a left on to RT105 South to get on RT495 are fighting against vehicles exiting RT495 North. Vehicles exiting the Cumberland Farms gas station south on RT105 have the same problem. These side streets and businesses cause vehicle activity in both directions that occurs within 1000 feet of the RT28 and RT105 dangerous intersection. The existing Middleboro/Lakeville station is one mile away from this dangerous intersection. Also, your map of the area incorrectly shows a signal light at West Clark Street.

158-9 You report also states during the afternoon peak hour, two of the four study area intersections operate at a deficient level of service. You also project an 8% traffic growth rate. The intersection of RT105 and RT28 is number 121 on the states list of the 200 worse intersections and you project it is going to get worse with time. Adding a train station entrance in a very busy area within 1000 feet from this intersection will cause more accidents. Also you stated a traffic study was done then admitted a study was not done. How can you make an informed decision without a reasonable study? This harms my community.

158-10 The proposed Pilgrim station does not have enough parking. Your own report states that criteria used to choose a station must include that the station will provide sufficient parking to accommodate ridership demand. Per your report there are only 501 parking spaces that include 18 accessible parking spaces. That brings standard spaces to 483 parking spaces. Your report also states there will be up to 483 daily park and ride commuters. Isn't that math convenient? The projected Pilgrim Station ridership is equal to the available parking spaces. This data cannot be trusted. That is not sufficient parking and it fails to meet your own criteria. The existing Middleboro/Lakeville Station has station has 769 parking spaces. Granted



that lot is not full everyday. Because it is not full it allows non-commuting local residents to take the train into town. I see families go in during school breaks. I see elderly residents taking the train to visit loved ones in Boston area hospitals. Many locals take the train in to Boston to go to games at Fenway Park. I was surprised by the volume of non-commuter passengers for St. Patrick's Day. It's not just commuters parking at the station. The removal of this benefit to non-commuters causes harm to my community.

158-11 The location of the proposed Pilgrim Station in Middleboro is within a WRPD maximum impervious zone. That is a water resource protection district. This designation is to protect our town well and water supply. There should be no construction there. Construction of Pilgrim Station in Middleboro will put my town's water supply at risk for contamination. This brings additional harm to my community.

158-12 As a commuter I am concerned how this will effect my already sub par service. I am concerned how this will impact the entire Old Colony Line. How will this work with the single stretch of track called Savin Hill. All three Old Colony lines share this single track. I get caught up at this Savin Hill pinch on a regular basis both going to and coming from Boston. When one of the three Old Colony lines is off schedule it effects service on the entire Old Colony line. Recently I was stuck behind a broken down Kingston train on the single-track section during my commute home. All rush hour Friday night commuters on the Old Colony line got home very late that night. Trains were backed up to South Station.

Under Patrick administration it was determined that the Middleboro route should not be used for the SCR because it provided inferior service to the South Coast region and projected it would deteriorate service on all Old Colony lines without building a double track at this pinch. The cost was estimated to be too high because of the private land that would need to be acquired to build. That administration recognized the limitations the Savin Hill single track placed on service. If effects all three current lines on a daily basis. Again, the Patrick era report calls using the Middleboro/Lakeville line for the SCR would provide "inferior service". It will provide inferior service to the South Coast and "deteriorate service" on the existing Old Colony lines. What specifically has changed that makes the Middleboro/Lakeville option attractive now? I really want an answer to this question. The DOT has about faced on an earlier state DOT report of the same SCR plan through Middleboro. How can we ever trust such conflicting reports?

You push this boondoggle SCR project stating the expansion will lead to further expansion to the Cape. As long as the Savin Hill single track is in place this will never happen. When morning trains arrive at South Station we are often held outside the train station until a track is available. There is already not enough capacity at South Station for existing operations. Because of the Savin Hill pinch often when leaving South Station at the end of the day we depart but are held waiting for late inbound trains already on the single-track inbound. The waits can

be 15 minutes or more. Expanding services to the SCR will exasperate the existing barriers you already have to provide service to the Old Colony lines. These existing barriers will prevent Cape service from ever expanding. This will also kill the very popular and profitable Cape Flyer Service.

158-14

You state in your report "the distance from these terminal cities to Boston will be the longest in the MBTA system and the chance of having impacts and barriers to service increases over distance." Your entire Commuter rail system suffers from impacts and disruptions in service on a daily basis. Not a single day goes by without receiving a Middleboro/Lakeville T-Alert email. And you want to add more impact and barriers to service. The Old Colony Lines fail on a daily basis without any additional trains or great distances.

You fail when there is an interruption in service. You fail system wide. Subway, Bus and Commuter rail, not just the Old Colony line. Equipment is not properly maintained and breakdowns are frequent. Your team does not manage crisis well. Why would you expand when it is clear you can't manage what you already have? Just a few weeks ago during flooding the MBTA sent a T-Alert to all Middleboro/Lakeville commuters to be at Braintree Station by 2:29pm to get home. We all left work and took the MBTA Red line to the designated stop. When we got to Braintree there was no train as you had stated. Wait, What? Yes, you left hundreds of commuters outside in the cold and rain for 45 minutes until you decided to send buses. That commute home was over three hours, to Middleboro/Lakeville. Three hours cold and wet. It's not very pleasant. That was another day on the commuter rail. This is not the only instance of complete failures. I could write another multi page letter on your many extreme service failures. You fail miserably when anything interrupts regular service.

The DOT has hundreds of Statewide Highway and Transportation construction projects that are not being funded. The Middleboro Rotary has been on the list of unfunded DOT projects for years. But the way, don't bother with the lines and changing the name to a roundabout. Making it two lanes will cause more accidents. It is a bottleneck in all directions on a daily basis. An estimated 47,000 vehicles are held up in this area everyday. The state can find \$935Mil for SCR Phase 1 but can't come up with the miniscule funding for our Rotary Flyover? I am sure every region in the Commonwealth of Massachusetts has smaller highways projects that could benefit from State DOT spending.

158-15 The cost of building the SCR Phase 1 is an egregious amount of wasteful spending on the backs of all Massachusetts's residents. A projected cost of \$935Mil for a projected 1610 new commuters comes out to \$580K per person. Where I have found other very creative mathematical coincidences in the report I do not trust that there will even be 1610 new Commuter Rail riders. This project will be Greenbush 2.0. You may spend an exorbitant amount of money but the ridership will be woefully over projected. This is extremely wasteful spending by the DOT.

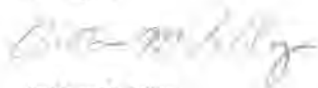
158-16

158-17 Land many others don't believe you will ever build Phase 2. The SRC Phase 1 is a DOT project that will benefit very few Massachusetts residents. The DOT should be funding regional highway projects that benefit many. Stop increasing our fares to fund expanding the system. Stop spending our state tax dollar to benefit the few when lesser funds could be spent to benefit the many.

The proposed SCR project provides no benefit to my community. It will only cause great harm. The additional rail service on the already unstable Old Colony line will further deteriorate existing service on all three lines. The State is irresponsibly spending our tax and fare dollars. Repair and maintain system wide what you have first. Where is the outrage on the DOT's exorbitant spending to expand when existing Commuter rail, MBTA and Bus operations fail on a regular basis?

If you would like to discuss any of my comments please do not hesitate to contact me.

Thank you,



Cathleen M. Salley

---

**Patel, Purvi (EEA)**

---

**From:** Cathleen M. Salley <csalley@burnslev.com>  
**Sent:** Thursday, March 22, 2018 3:17 PM  
**To:** Patel, Purvi (EEA)  
**Cc:** susan.gifford@mahouse.gov; thomas.calter@gmail.com; selectmanfrawley@middleborough.com  
**Subject:** Additional SCR DSEIR comments Pilgrim Junction  
**Attachments:** IMG\_3301.JPG; IMG\_3302.JPG; IMG\_3303.JPG; IMG\_3304.JPG; IMG\_3305.JPG; IMG\_3306.JPG; IMG\_3307.JPG

Good afternoon, Today I took in a later train at 8:07 am. I am usually on a much earlier train and don't get to view the full parking. This morning at that time the 769 space existing Middleboro/Lakeville commuter lot was approximately 80% full. About 610 to 620 of the spaces were filled. The proposed Pilgrim Junction parking lot projects 483 park & ride commuters. Coincidentally 483 is the available number of non-accessible parking spaces. Today I and others would not have got a parking spot. A Pilgrim Junction station does not meet the criteria set for in the DSEIR due to the severely restricted parking.

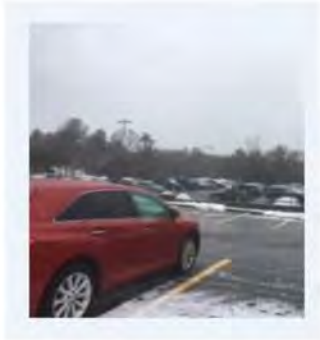
Cathleen Salley  
101 Marion Road  
Middleboro MA 02346

Cathleen M Salley  
Controller  
D 617.345.3699  
[csalley@burnslev.com](mailto:csalley@burnslev.com)

Burns & Levinson LLP  
125 Summer Street Boston, MA 02110  
P 617.345.3000 | F 617.345.3299  
[burnslev.com](http://burnslev.com)

\*\*\*\*\*  
\*Only print this e-mail if necessary.

This e-mail message is intended only for the designated recipient(s). It may contain confidential or proprietary information, and may be subject to the attorney-client privilege and/or other confidentiality protections. If you are not the intended recipient, you may not review, retain, disseminate, distribute or copy this communication. If you have received this communication in error, please notify us immediately by telephone or reply e-mail. Thank you.



# Patel, Purvi (EEA)

From: Nona Sbordone <[nona@annewhitingrealestate.com](mailto:nona@annewhitingrealestate.com)>  
Sent: Monday, March 19, 2018 9:14 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

159-1

For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022. Thank you.

--  
**Nona Sbordone**  
Realtor and Certified Home Stager  
Anne Whiting Real Estate  
250 Elm Street  
Dartmouth, MA 02748  
508-951-2429  
[nona@annewhitingrealestate.com](mailto:nona@annewhitingrealestate.com)  
[www.redesigning-interiors.com](http://www.redesigning-interiors.com)  
Top Producer 2017

Patel, Purvi (EEA)

---

From: e.sheryl91@gmail.com  
Sent: Thursday, March 22, 2018 2:58 PM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail Project

160-1

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts. Thank you.

Sheryl Sears  
Berkshire Hathaway Home Services  
Mel Antonio Group Real Estate  
Cell: 508-742-5112  
Email: [ssears@melantoniore.com](mailto:ssears@melantoniore.com)

Patel, Purvi (EEA)

---

From: george seaver <g.seaver@verizon.net>  
Sent: Monday, March 05, 2018 9:21 PM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: South Coast Rail Spur to Bourne

Dear Mr. Patel and Ms. Fox,

I have been a resident of Bourne since 1967, and am contacting you to strongly oppose the extension of the MBTA to Buzzards Bay.

After 3 years of "reform", the MBTA has a deficit of \$111,000,000, will require a fare increase, and, of great importance to Bourne residents, will require an increase in the assessments to participating towns. This mode of operation has been occurring for many decades, and there is no reason to think it will change; the finances and reliability of service will continue to decline.

Sincerely,

George A. Seaver  
19 Mystery Lane  
Cataumet, MA. 02534  
508 564 4404

Patel, Purvi (EEA)

---

From: Jody Seivert <jody@onexone.com>  
Sent: Wednesday, March 21, 2018 11:04 AM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: South Coast Rail Support

Importance: High

Dear Secretary Beaton, Ms. Fox and Officer Patel, I urge you to support and pass the legislation needed to bring South Coast Rail to this region. In addition to bringing access to Boston jobs, education, healthcare and entertainment, it also brings affordable housing and the creative coastal community in New Bedford to aspiring professional and trades people who have been forced out of the Boston housing market due to pricing and availability.

Thank you so much,  
Jody

Jody Seivert  
24 Winterville Road  
New Bedford, MA 02740  
[jody@onexone.com](mailto:jody@onexone.com)  
877-663-9663  
cell/text: 413-822-5727  
[www.onexone.com](http://www.onexone.com)  
[https://urldefense.proofpoint.com/v2/url?u=http-3A-jody.seivert-40wordpress.com&d=DwlFag&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns\\_w&r=Uf3hQPyr79cpfFoGgureXZbLP\\_AluHikFTQAsWbQ10&m=aObnExBxAffAC2S3nfBli8X5mfNYUj2xlvfthACs80Q&s=eo6\\_VJzqsYUGvQlcA75tw2liFkVAFYZnlLsy5LFreE&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A-jody.seivert-40wordpress.com&d=DwlFag&c=IDF7oMaPKXpkYvev9V-fVahWLOQWnGCCAfCDz1Bns_w&r=Uf3hQPyr79cpfFoGgureXZbLP_AluHikFTQAsWbQ10&m=aObnExBxAffAC2S3nfBli8X5mfNYUj2xlvfthACs80Q&s=eo6_VJzqsYUGvQlcA75tw2liFkVAFYZnlLsy5LFreE&e=)

Patel, Purvi (EEA)

---

From: CINDY SENRA <cscenra@comcast.net>  
Sent: Friday, March 16, 2018 1:26 PM  
To: Patel, Purvi (EEA)  
Subject: Commuter rail to southcoast

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.  
Thank you.

I support the additional service to provide easier access to Boston. My daughter is in college in Boston and commutes everyday. We are unable to afford for her to live in Boston and her commute is about an hour and fourty five minutes each way. Between her commute, college and working she is getting burnt out. She commutes 5 days a week and this expansion would make life so much easier for her.

Thank you





DSEIR Comment Form

This sheet is provided for your comments on the South Coast Rail Draft Supplemental Environmental Impact Report (DSEIR). Your input is solicited and appreciated. Please return the sheet with your comments to a South Coast Rail staff member at the event, or mail to the following address by **March 23, 2018**, the last day comments are accepted:

Secretary Matthew A. Beaton, EOEEA  
Attn.: MEPA Office (Purvi Patel) EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
or fax: 617-626-1181  
email: [purvi.patel@state.ma.us](mailto:purvi.patel@state.ma.us)  
or via hand delivery

MassDOT would like to receive a copy of your letter, which you can email or mail to:

Jean Fox ([jean.fox@state.ma.us](mailto:jean.fox@state.ma.us))  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116

If you need more space, please use the reverse:

Thank you for all of your efforts to finally bring rail service to the  
Southcoast, especially in a timely manner. As a Fall River native,  
I just wanted to say that I am one of the many who would benefit  
from the South Coast Rail. I graduated from UMass Dartmouth six years  
ago and immediately encountered the difficulties of trying to find a  
job in my field of study in this area. I found that all entry level  
jobs were located in Boston, and with an inefficient and unreliable  
vehicle, I could not count on cost effective and dependable transportation. →

NAME Alexander Silva TITLE \_\_\_\_\_  
ORGANIZATION Fall River Alliance ADDRESS 199 Primrose St. Fall River, MA  
EMAIL ADDRESS: Xandersilvz@gmail.com 02720

I remember wishing many times for commuter rail service in Fall River to Boston to open up opportunities that seemed out of my grasp.

~~I was only offered an entry level job in my field in Boston, I~~

After I <sup>was offered</sup> ~~accepted~~ an entry level job in my field in Boston, I was only moving in with my girlfriend and her family in Ashland that enabled me to accept it because of its proximity to the commuter rail.

If rail service was available in Fall River at the time, I know that it would ~~not~~ have opened up ~~more~~ <sup>have</sup> opportunities ~~that didn't make me~~ like many others, ~~leaving~~ <sup>have</sup> to leave my hometown to find my footing in the world after college. People in this ~~corner~~ corner of the state not only need, but deserve this service. Please do everything you can to make it a reality.

164-1

Patel, Purvi (EEA)

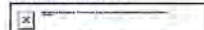
From: Ken Silva <ken.silva@owners.com>  
Sent: Thursday, March 22, 2018 5:17 PM  
To: Patel, Purvi (EEA)  
Subject: Rail way Southeastern Ma

To Whom it may concern, The rail way will bring,

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

Thank you

-Kenneth Silva-



Ken Silva | Real Estate Professional  
Ken.Silva@owners.com | P: 774-218-0031  
MA License 09537969



Moby Dick Brewing Company, Inc.  
We're Brewing History®  
16 South Water Street  
New Bedford MA 02740  
[www.mobydickbrewing.com](http://www.mobydickbrewing.com)  
774/202-6961

David N. Slutz  
President

March 21, 2018

Secretary Matthew A. Beaton, EOEEA  
Attn: MEPA Office (Purvi Patel)  
EEA #14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
via email: [Purvi.Patel@state.ma.us](mailto:Purvi.Patel@state.ma.us)

Dear Secretary Beaton:

Growing up in a suburban Chicago "train town" and now living in Lakeville I can speak first-hand of the power of this connection. Now as a brew pub owner in downtown New Bedford I see first-hand the power of the water connections for our city and believe strongly that the rail will only improve an already improving city.

For far too long residents of SE MA have been without rail service – a service that will connect them to work opportunities in Boston, young people to higher education (from Bridgewater to Boston) and tourists looking to explore our fair city or head over to the islands.

The right-away's are already in place and the plans drawn up and while I am simplifying a complicated project there is no reason we can have people on the train by 2022 or sooner – I strongly urge you to make this happen.

Thank you for reading and for your robust support for this important project.

Sincerely,

David N. Slutz  
President  
Moby Dick Brewing Company, Inc.  
[daveslutz@mobydickbrewing.com](mailto:daveslutz@mobydickbrewing.com)

cc: Jean Fox - [Jean.Fox@state.ma.us](mailto:Jean.Fox@state.ma.us)

16 South Water Street, New Bedford, MA 02740 USA  
(508) 863-3717 - [daveslutz@mobydickbrewing.com](mailto:daveslutz@mobydickbrewing.com)

Patel, Purvi (EEA)

---

From: Ann Soares <annsoares56@icloud.com>  
Sent: Monday, March 19, 2018 10:04 AM  
To: Patel, Purvi (EEA)  
Subject: South rail

167-1

This is such an important project for the south coast and the environment. I look forward to the completion and happy people who will benefit from a commuter train.

Ann Soares

Sent from my iPad

Patel, Purvi (EEA)

---

From: Maggie Tomkiewicz <maggie@milburyre.com>  
Sent: Friday, March 16, 2018 10:00 AM  
To: Patel, Purvi (EEA)  
Cc: Paul Chasse  
Subject: South Coast Rail

168-1

I am a Realtor who has been working in the Dartmouth community for the past 26 years. I work with many buyers from the greater Boston area looking for a summer home. They have been asking me for many, many years WHEN will the rail make it's way to the area? Th  
e residents of Southeastern Massachusetts deserve commuter rail service to Boston.  
This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.

Please move Phase I forward now!

Thank you

/  
Maggie Tomkiewicz

--

Maggie Tomkiewicz

Broker/Associate

Milbury and Company

Direct: 508 525 6489

Office: 508 997 7400

Patel, Purvi (EEA)

From: Erik Tracey <ETracey@poyantsigns.com>  
Sent: Thursday, March 22, 2018 6:27 PM  
To: Patel, Purvi (EEA)  
Subject: MEPA office re:Southcoast rail comment

To whom this may concern,

Years ago the state did away with the cancellation of the route 24 expansion from 2 lanes to 3 lanes from 495 to Taunton.

169-1

This train route would certainly take a major amount of vehicles off the road! If I had the choice to take a train to Boston instead of driving I would do it in a heartbeat!!

People of this region would much rather sit on a train in comfort and have a stress free 60 minute ride. I don't understand how some people commute daily by themselves, that alone should be illegal! Think of the quality of life and that of your neighbors. It would increase dramatically! Who knows someone may even smile at you on the train!

Erik Tracey

Installation Crew Chief  
Poyant Signs  
[125 Samuel Barnett Boulevard](#)  
[New Bedford, MA 02745](#)  
Office: 508-995-1777  
Cell: 917-577-4997



*Robert J. La Trémouille*

Post Office Box 391412  
Cambridge, MA 02139

Cell: 617-283-7649  
E-Mail: boblat@yahoo.com

March 7, 2018

RECEIVED  
MAR 09 2018  
MEPA

Secretary Matthew A. Beaton, EOEEA  
ATTN: MEPA Office (Purvi Patel), EEA# 14346  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: DSEIR, South Coast Rail, Middleborough / Lakeville Station

- 170-1 1. Introduction.
- 170-2 2. Designate the part of Route 28 which passes over the proposed Middleborough train platforms as the Main Entrance to Middleborough Station.
- 170-3 3. Consider use of the existing roadway from Route 28 to MassDOT property for parking access.
- 170-4 4. Obtain added parking as necessary from the former car dealership through which MassDOT is currently proposing vehicle access to the parking at the station.
- 170-5 5. Sell the existing parking at Middleborough / Lakeville Station for housing use.
- 6. Provide access for the housing in the area of the current station to get to the new station.
- 7. Summary.

Sir/Madam:

- 1. Introduction.

This will formalize and, slightly add to, my comments at the North Dartmouth presentation last evening.

I do not claim to have the very great knowledge of this situation which would be possessed by the local elected officials and long time residents of Middleborough and Lakeville. I, however, see a possibility of being of assistance in pointing out aspects of the changes proposed for the Middleborough/Lakeville station which simply have not been made part of the conversation to date.

I am accordingly copying this communication to MassDOT, and to the Boards of Selectmen in Middleborough and Lakeville.

- 2. Designate the part of Route 28 which passes over the proposed Middleborough train platforms as the Main Entrance to Middleborough Station.

MassDOT is proposing temporary / permanent train platform(s) under Route 28 in Middleborough about a block west of Route 105.

MassDOT is proposing POSSIBLY to provide access to Route 28.

The access should be permanent and the location should be designated as the Main Entrance to the Middleborough Station.

This location would give Middleborough a train station approximately half a mile from Town Hall. This would obviously be of great value to Middleborough on its own.



There is already considerable appropriate zoning in place in the area, and it is an area of interest to Middleborough for development. Additionally, the train station would be adjacent to the most heavily populated portion of Middleborough already, with obvious convenience to the residents.

The existing roadway should be widened to allow drop-offs, pick-ups and U turns. At state expense, of course.

3. Consider use of the existing roadway from Route 28 to MassDOT property for parking access.

There is considerable concern about traffic impact. Using this existing access to the site could ameliorate traffic fears. The roadway is between the two rail lines in question and goes exactly to the location where MassDOT is proposing parking.

At state expense, of course

4. Obtain added parking as necessary from the former car dealership through which MassDOT is currently proposing vehicle access to the parking at the station.

This property has been vacant for 10, perhaps 20 (?) years. The owner would clearly be pleased to obtain the direct financial value of the transaction.

Plus, however, the construction of the station would very clearly increase the value of a lot which has been wasteland for an extended period.

Plus, the station parking on the existing former car dealership lot could be coordinated with development of the lot on a shared use parking basis.

Shared use on nights and weekends is obvious. However, does MassDOT really need to regulate / charge for parking outside parking during the morning rush? The existing parking lot at the station has considerable vacancies during off hours. The availability of this excess parking has obvious value, providing flexibility to MassDOT, but it can also have value to the owner of the property.

5. Sell the existing parking at Middleborough / Lakeville Station for housing use.

MassDOT states that actual train use by current residents of housing near the existing station is negligible. If this is the case, there very clearly are alternate reasons for the very clear success of the housing which has been developed to date. Those reasons call for expansion of the housing area. A side benefit would be funds to the state for the sale.

Lakeville would see replacement of a large, tax exempt parking lot with more, tax generating, proven successful housing.

At the same time, the train station really is not being moved that far.

6. Provide access for the housing in the area of the current station to get to the new station.

MassDOT proposed in earlier versions of this proposal access from the existing station parking lot along the train track to the relocated station.

Why not provide it anyway, but for the residents of this area? People who moved in would continue to have the benefit of convenient train access WITHOUT THE NOISE DISADVANTAGE. And it could be used as a selling point for expansion of housing.

Access FOR ALL EXISTING AND PROPOSED HOUSING could be arranged from the existing complex abutting the tracks. Existing development should be readily modifiable to allow access to the proposed pedestrian walk, WITH CARD CONTROL of access limiting access to the residents of the area, controlled by the relevant management entities.

Access should be to RESIDENTS OF THE AREA, not just to residents of the portion of the area abutting the tracks.

Consideration should be given to additional access, also card controlled but obtained through Town Hall, for Lakeville residents who wish to walk to the station. However, the actual advantage to such residents of such an arrangement may be so minor as not to be worth the bother, either to the town or to the residents.

The obvious non high tech alternative to providing access to the path, of course, would be by MassDOT retaining a public right of way at the western edge of the parking lot, from the street to the access path.

A right of way would leave a possible problem to the property owners of policing their parking lots to prevent parkers from using their parking lots as an alternative to paying MassDOT for parking. I suggest an access card system as preferable because the owners have management systems in place for control, and, I think, would much rather control card distribution than to police their parking lots.

7. Summary.

MassDOT wants to move the Middleborough / Lakeville station for the benefit of the New Bedford and Fall River areas. With the above added thinking, a lot could be done with minimal harm, and a lot of benefit, to the parties concerned.

Please notice, once again, I do not claim to know the local needs as do the local officials. I am just trying to assist in the planning based on my two years of actual railroad experience, a lot of commuter rail commuting, personal knowledge of Middleborough, possible personal benefit from the relocation of the station, and decades of practical and frequently major, planning experience in municipal and transportation fields.

These ideas are offered because current planning has failed to recognize points which I consider significant. **If it were not for this defect in planning, I would not be commenting.**

Sincerely,



Robert J. La Tremblaye

cc: Boards of Selectmen, Middleborough and Lakeville

Jean Fox  
MassDOT  
Ten Park Plaza, Room 4150  
Boston, MA 02116



From: John Vaughn <jvaughn@jackconway.com>  
Sent: Friday, March 16, 2018 10:12 AM  
To: Patel, Purvi (EEA)  
Cc: Karen Almeida  
Subject: Southcoast Rail

Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.

John Vaughn, Realtor®

**Jack Conway Inc Realtors**  
Mattapoisett, MA 02730  
Cell 508 789 7536  
Office 508 758 4944  
[vaughn@jackconway.com](mailto:vaughn@jackconway.com)

From: Vaughan, Nathan <Nathan.Vaughan@bristolcc.edu>  
Sent: Thursday, March 22, 2018 11:08 AM  
To: Patel, Purvi (EEA)  
Subject: South Coast Rail

172-1

I have been a South Coast resident my entire life and I am writing to express my support and hope that South Coast Rail will finally become reality for a region too long left behind from economic prosperity. While this "Phase I" proposal was not my original favorite proposal, we have waited too long and been promised too many times of a reliable alternative transportation link to Boston. I am writing to express my full support for Phase I. This project will connect not only residents to cultural, and economic locations of interest but take thousands of cars off already congested highways, connect STUDENTS to all that Boston has to offer and even provide them a connection to Bridgewater State University. These advantages should not be overlooked for a region who suffers from some of the lowest educational attainment rates in the state and some of the highest unemployment rates. Thank you for all of your work and that of staff in your office for making South Coast Rail a real reality. While I am optimistic, we in the South Coast will not settle until we take that maiden train ride to Boston from New Bedford.

Thank you for your time.

-Nate

**Nathan C. Vaughan**  
Administrative Assistant - New Bedford  
800 Purchase Street New Bedford, MA 02740  
Ph: 774.357.4008 Fax: 774.357.3648

**BCC**

00 01 10 11 20 21 30 31 40 41 50 51 60 61 70 71 80 81 90 91  
 02 03 12 13 22 23 32 33 42 43 52 53 62 63 72 73 82 83 92 93  
 04 05 14 15 24 25 34 35 44 45 54 55 64 65 74 75 84 85 94 95  
 06 07 16 17 26 27 36 37 46 47 56 57 66 67 76 77 86 87 96 97  
 08 09 18 19 28 29 38 39 48 49 58 59 68 69 78 79 88 89 98 99

Paul Hoyer • New Bedford • Attitash • Taunton • W. Shore

Jean

-----Original Message-----  
From: norman [mailto:N.Vieira@comcast.net]  
Sent: Monday, March 12, 2018 12:12 PM  
To: Fox, Jean (DOT)  
Subject: 19 worcester st new bedford

good morning Jean

I am writing my concerns about the commuter rail line that will be running in the near future .  
My home abuts the rail line with this advent not to faraway and the north end stop that will constructed soon has raised great concern.

THE home me and my wife and son reside in at 19 worcester st in new bedford realize the area is changing to meet the need for the rail line not just for commuting to work and travel but to help cut down on green house gases i personal y have made the same efforts by use energy star rated appliances led bulbs etc.

My concerns are the home is nearly 100 years old added stress such as ground vibration noise decibels increasing rail line activity such as the loud horns used when crossing and a increase of traffic will there be an increase in crime and will property value suffer with that said the other concern is behind the house the wetland and trees which provide a canape also any changes to the land drainage that could go badly or could greatly improve things .

With the industrial line it is tolerable but still vibration through out the house is felt i have made some improvement to try to cut down noise and vibration but it sounds like being in a drum inside the home and vibration is still the same so i can only say it will get worse when the commuter line starts running hopefully these things can be worked out .

I have seen some renderings that you have sent in the past to me they look nice but there again they are subject to change to improve thing for the common good so with that said my concerns are with what pertains to what will affect my family and i as to the changes for the kings highway area it could be a great part of the city of new bedford as long as it is done rite and with respect to the city and it residence could possibly be huge benefit to the community.

Sincerely  
  
Mr. and Mrs. Norman & Beth Vieira

Patel, Purvi (EEA)

From: Gloria Vincent <glojovee@gmail.com>  
Sent: Thursday, March 22, 2018 4:47 PM  
To: Patel, Purvi (EEA)  
Subject: Phase 1 proposal

Please make use of the existing, in use track, which currently runs up to Middleboro, MA. I am in support of the South Coast rail service. Please move this project forward. This will alleviate air pollution as it will take many vehicles from the road, create jobs and encourage tourism.

Gloria Vincent  
Rochester, MA.

Steve Voluckas  
PO Box 784  
Fairhaven, MA 02719

Sec. Matthew A. Beaton, EOEEA  
100 Cambridge St, Suite 900  
Boston, MA 02114

March 1, 2018

Dear Sec. Beaton

Since September 2016, I have attended several hearings concerning South Coast Rail that more correctly should be expanded to include South Eastern Mass. Rail or SEMRail. I have submitted numerous comments, in person, by email, and by letter to the MassDOT.

175-1

The DSEIR under consideration includes the Pilgrim Junction Station concept, yet totally ignores the need and economic benefit of including service to/from Providence and TF Green Airport as part of SEMRail, and the benefits of using the ATB secondary. Taunton is eliminated from SCR, and the proposed East Taunton Station would be an unreasonable alternative.

The DSEIR description of the Attleboro Routing Option, does not even mention Taunton, and describes the need for additional rails on the NEC to/from Boston, ignoring the fact that between Mansfield and South Attleboro, there are four tracks that pass through Attleboro Station. This would allow integration of additional service, without interfering with existing service. The issue of reverse motion operation should not be a problem, because several current trains on the NEC operate in reverse motion, being driven from the last car with the engine pushing from the rear.

The phased approach of providing limited SCR service (without Taunton), via the Middleboro Option, still requires several years before implementation.

My Jan. 3, 2017 letter outlined a better strategy of initiating SCR/SEMR service starting with shuttle service between Taunton and Attleboro, and expanding as reconstruction of the "southern triangle" and the Middleboro secondary progress. I had suggested a Tri station at Weir Junction TTN, allowing cross platform transfers, and integration of the mythical Stoughton Electric service in the future. Taunton residents probably would prefer connecting service via ATB over limited service in East Taunton, or WAITING for the Stoughton Electric. Most would prefer regular service to/from Providence over no service to Boston.

A revised strategy would be for a "Taunton Central Station" TCS (previously considered behind the RMV), that would eliminate 6 of 20 grade crossings between Taunton and ATB, and could be initiated in months rather than years (ATB secondary in better condition).

RECEIVED

MAR 16 2018

MEPA

In addition to connecting shuttle service, existing MBTA service between Boston and Providence could be extended to include TCS. Example: the current MBTA #843 train effectively repositions to ATB where it returns to SST as #842. This train could depart SST slightly earlier, arriving at TCS where #842 would originate, returning via ATB as scheduled. There are probably other times during the day when trains from SST or PVD could travel via ATB to TCS, and initiate return trips.

My letter of April 13, 2017 describes the potential for great economic benefit for Taunton and SCR/SEMR communities by direct access to NYC service. Acela service from NYC takes three hours to PVD. So imagine people leaving NYC, three hours later arriving in PVD, crossing the platform to board a train departing to TCS via ATB, and arriving less than 30 minutes later. Eventually that train could continue on to New Bedford, or Fall River, or Middleboro, or Wareham, or Buzzards Bay, or Cape Cod.

The ATB secondary would allow for more efficient operation of SEMR, and without negatively impacting people on the MDB line, who do not want more trains. A circular pattern could operate providing one way northbound trains during the morning peak and one way southbound during the afternoon. Return trains could travel as coupled trains between SST and Mansfield, ATB, or TCS (depending on destination), where they would decouple, with half proceeding to one destination, and half to another. If coupling/decoupling is not an option (I never received an answer to this), and/or traffic on the NEC does not permit, return trains could utilize the Franklin line, Walpole junction, Foxboro tracks, Mansfield Junction, and a short stretch of NEC to/from ATB.

Attached are some PowerPoint slides of DSEIR maps with arrows, to illustrate how this pattern might look. A couple of aerial view slides of Taunton showing TCS and TTN, the number of grade crossings, and how elevated tracks (more expensive but...) could improve safety and operations, while considering the probability of future flooding due to the proximity of the Taunton River and surrounding wetlands.

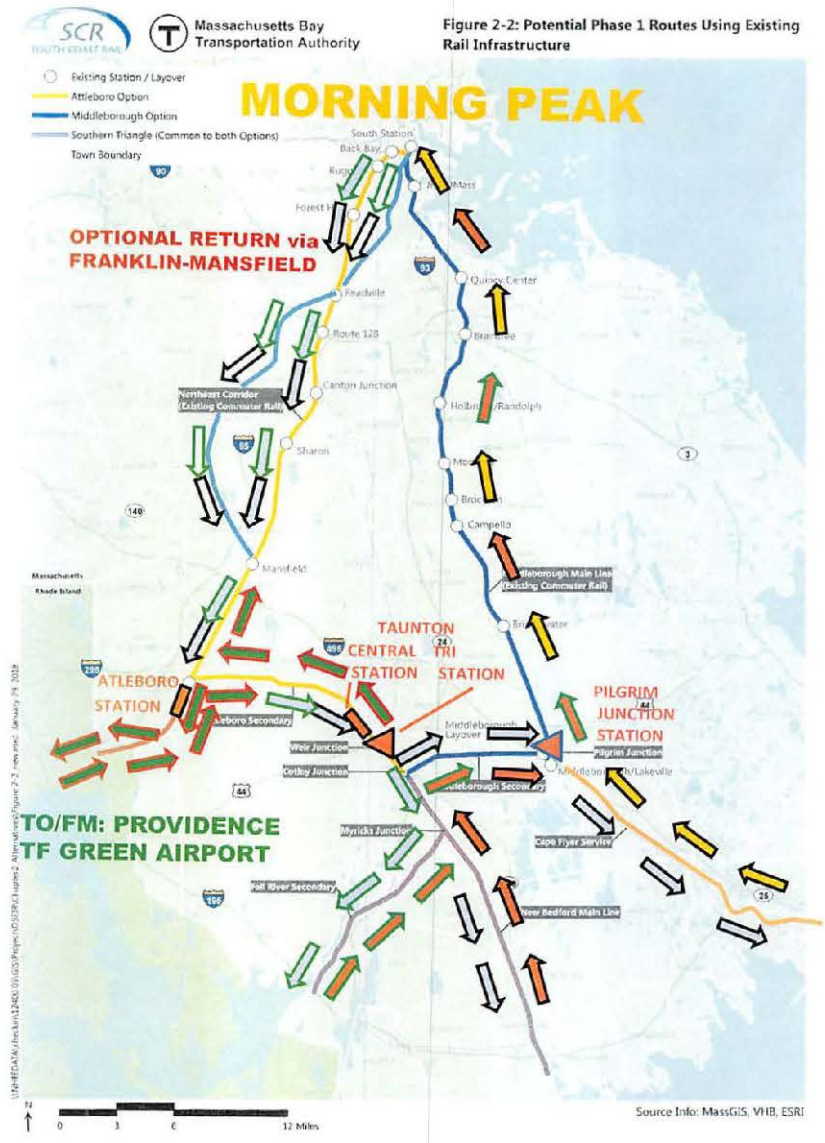
Please consider my input while considering the DSEIR and planning for the future development of rail service that could truly benefit ALL citizens of Massachusetts.

Thank you.



Steve Voluckas











Steve Voluckas  
PO Box 784  
Fairhaven, MA 02719

Jean Fox & Kim Dobosz  
MassDOT / MBTA  
Ten Park Plaza, Suite 3910  
Boston, MA 02116

January 3, 2017

Dear Ms Fox and Ms Dobosz

Thank you for your letter of November 22, 2016 regarding suggestions made in support of South Coast Rail

As a citizen/taxpayer, I am all too familiar with the constraints and limitations placed on state agencies, especially during the recent financial crisis. It is incumbent on all agencies to find the most cost effective ways to provide services and infrastructure that will benefit the greatest number of people.

At recent SCR hearings, there was universal support for the "Middleboro MDB option" by the SC cities of New Bedford NWB and Fall River FLR, mainly to get SCR up and running, after 25 years of delays. The SC city of Taunton TTN was opposed to MDB, because it essentially cut that city out of SCR, and the proposed "limited service" would be unacceptably long. TTN preferred to wait for the "promised" Stoughton Electric option.

175-2

My suggestions mainly focused on using the Attleboro ATB secondary which apparently had been discarded during the original SCR assessment.

If MassDOT and the MBTA are truly committed to SCR and wish to start it for the minimum investment, minimum new construction, minimum additional equipment, with the greatest probability of success, and benefitting the most people, the ATB option should be revisited. Your ridership analysis should reveal a preference for frequent "connecting service" (via ATB) over limited and lengthy "through service" (via MDB), especially if the travel times were essentially the same. ATB would offer connections with existing MBTA service of approximately 20 trips per weekday to/from Boston, 20 trips to/from Providence, with 7 trips that extend to/from TF Green Airport. The MDB line only offers approximately 10 trips per weekday to/from Boston, with the proposed "limited" SCR service only offering 6 trips per day.

ATB service could be started by using the money that would have been needed upgrading the MDB secondary, to upgrade the ATB secondary (same length), and build a station in TTN, preferably at the location recommended. One train could shuttle back and forth between TTN and ATB, providing connections to Boston, Providence, and TF Green. The TTN train would join the NEC tracks at ATB junction, traveling south (1000 ft) to the ATB-N (northbound) platform, where passengers would unload, with passengers connecting to PVD or TFG crossing to the ATB-S (southbound) platform. The TTN train would then retreat onto the ATB secondary, where it would wait until the northbound MBTA train to Boston passes, then return to ATB-N, where passengers from BOS, PVD, or TFG would board, and then depart for TTN.

While and until the "southern triangle" is reconstructed, passengers could be bused between NWB and/or FLR and TTN, which would establish a level of service that would exist when service on each of the southern legs is opened. At that point, additional train(s) would be required, to provide service through TTN to/from ATB.

When/if money becomes available to upgrade the MDB secondary service could be added via MDB, which would provide additional options for those traveling to/from BOS. Service could be extended to Wareham and Buzzards Bay, which would then become part of South Eastern Massachusetts Rail SEMR.

Eventually, when the Stoughton Electric extension is completed, it would provide new service via TTN to SCR/SEMR destinations, with a level of demand already established.

This seems like more measured approach to starting and expanding SCR, than beginning with a service pattern that would be unacceptable to many, and seemingly designed to fail.

There seems to be three major obstacles to providing SCR via the ATB option:

1. CSX still owns/controls/operates the ATB secondary
2. NIMBY opposition to any train service passing through the town of Norton
3. The number of grade crossings in TTN on the ATB secondary

Please offer the enclosed suggestions to the upcoming Boards of Director meetings of the MBTA and MassDOT, as a possible solution to getting SCR up and running, and providing commuter rail service to southeastern Massachusetts that is long overdue.

Thank you for your time and efforts in improving Massachusetts transportation.

Sincerely,

Steve Voluckas  
Email: voluckas@hotmail.com  
Phone: 508-737-3224

Steve Voluckas  
PO Box 784  
Fairhaven, MA 02719

MassDOT / MBTA  
SCR Meeting  
Dartmouth, MA

April 13, 2017

Dear MassDOT/MBTA

**There appears to be a huge lack of VISION on the part of MassDOT and MBTA, only seeing South Coast Rail as a remote branch of commuter rail serving Boston.**

In most comments submitted, I pointed out **two major flaws in the planning and implementation of SCR**. First, is the **myopic focus only on commuter rail service between the South Coast and Boston, while ignoring the equal or greater need for service to Providence, the world to the west, and the region to the east including Cape Cod**. Second is **elimination of Taunton TTN as the rail hub and from SCR**, as in the current proposal.

My suggestions have mainly focused on using **the Attleboro ATB secondary and the Taunton rail hub, as the key to opening the entire southeastern Massachusetts as a transportation NETWORK**.

**If MassDOT and MBTA are truly committed to SCR and wish to start it for the minimum investment, minimum new construction, minimum additional equipment, with the greatest probability of success, and benefitting the most people, the ATB option needs to be revisited**. Ridership analysis should reveal a preference for frequent "connecting service" (via ATB) over limited and lengthy "through service" (via MDB-Middleboro), especially if the travel times were essentially the same. **ATB would offer connections with existing MBTA service of approximately 20 trips per weekday to/from Boston, 20 trips to/from Providence, with 7 trips that extend to/from TF Green Airport. Providence service is a FREE add on.**

The MDB line only offers approximately 12 trips per weekday to/from Boston, with the proposed "limited" SCR service offering fewer.

**ATB service could be added using the money that would have been needed for the MDB secondary (same length), and to build a station in TTN (at recommended location).**

**One train could shuttle back and forth between TTN and ATB, providing connections to Boston, Providence, and TF Green.**

The TTN train would join the NE Corridor tracks at ATB junction, traveling south (1000 ft) to the ATB-N (northbound) platform, where passengers would unload, with passengers connecting to PVD or TFG crossing to the ATB-S (southbound) platform.

The TTN train would then retreat onto the ATB secondary, waiting until the northbound MBTA train to Boston passes, then return to ATB-N, where passengers from BOS, PVD, or TFG would board, and depart for TTN. On some trips, the TTN train could be used for Boston service, (such as 7:12 ATB originating train) thereby not requiring a change of trains.

While and until the "southern triangle" is reconstructed, passengers could be bused between New Bedford and/or Fall River and TTN, which would establish a level of service that would exist when service on each of the southern legs is opened. At that point, additional train(s) would be required, to provide service through TTN to/from ATB.

When/if money becomes available to upgrade the MDB secondary service could be added via MDB, which would provide additional options for those traveling to/from BOS. Service could be extended to Wareham and Buzzards Bay, which would then become part of South Eastern Massachusetts Rail (SEMRail).

**Eventually, when the Stoughton Electric extension is completed, it would provide new service via TTN to SCR/SEMR destinations, with a level of demand already established.**

This seems like more measured approach to starting and expanding SCR, than beginning with a service pattern that would be unacceptable to many, and seemingly designed to fail.

There seems to be three major obstacles to providing SCR via the ATB option:

1. CSX still owns/controls/operates the ATB secondary
2. NIMBY opposition to any train service through the town of Norton
3. The number of grade crossings in TTN on the ATB secondary

**We all celebrate the success of the Cape Flyer. People on the Cape have always wished for a weekend train from NYC, but it would have to go to Braintree before turning to the Cape, adding almost an hour to the trip.**

**Imagine if someone in NYC could board an Acela train, three hours later arrive in Providence, and walk across the platform to board a Cranberry Flyer train that came from TF Green Airport. The CranFlyer would depart for Attleboro; turn east to Taunton, Middleboro, Wareham, Buzzards Bay, and the Cape. Other trains could go to New Bedford or Fall River.**

**This would transform SEMRail into a transportation network, and still provide service to Boston, with a choice of three routes from TTN: via ATB, via Stoughton, and via MDB.**

**Isn't this a better vision of the future?**

Thank you for your efforts improving Massachusetts transportation.

Sincerely,  
Steve Voluckas

**Patel, Purvi (EEA)**

---

From: Steve Voluckas <voluckas@hotmail.com>  
Sent: Monday, March 05, 2018 4:37 PM  
To: Patel, Purvi (EEA)  
Subject: SMER3  
Attachments: SCRTauntonNewProposal3.pptx

Dear Secretary Beaton

On Friday I mailed comments to your office regarding the upcoming SCR DSEIR hearing scheduled March 6 at UMASS Dartmouth.

Part of that submittal included some slides as visual representation of what I was describing, but those had a couple of typos. Please replace those images with the enclosed PowerPoint slides that should provide better understanding.

Thank you.

Steve Voluckas







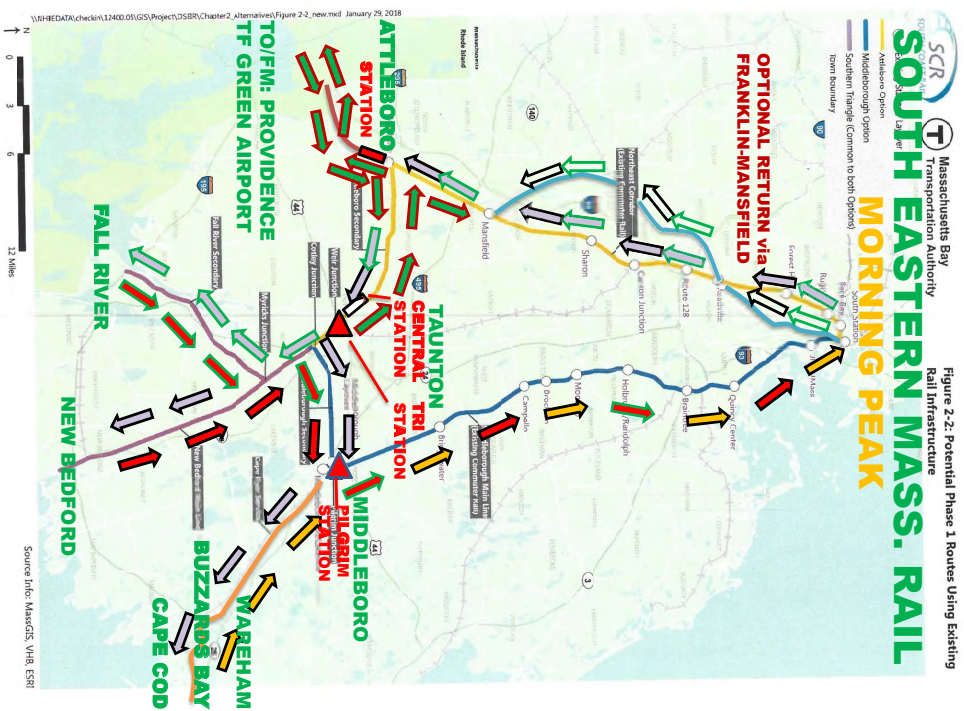
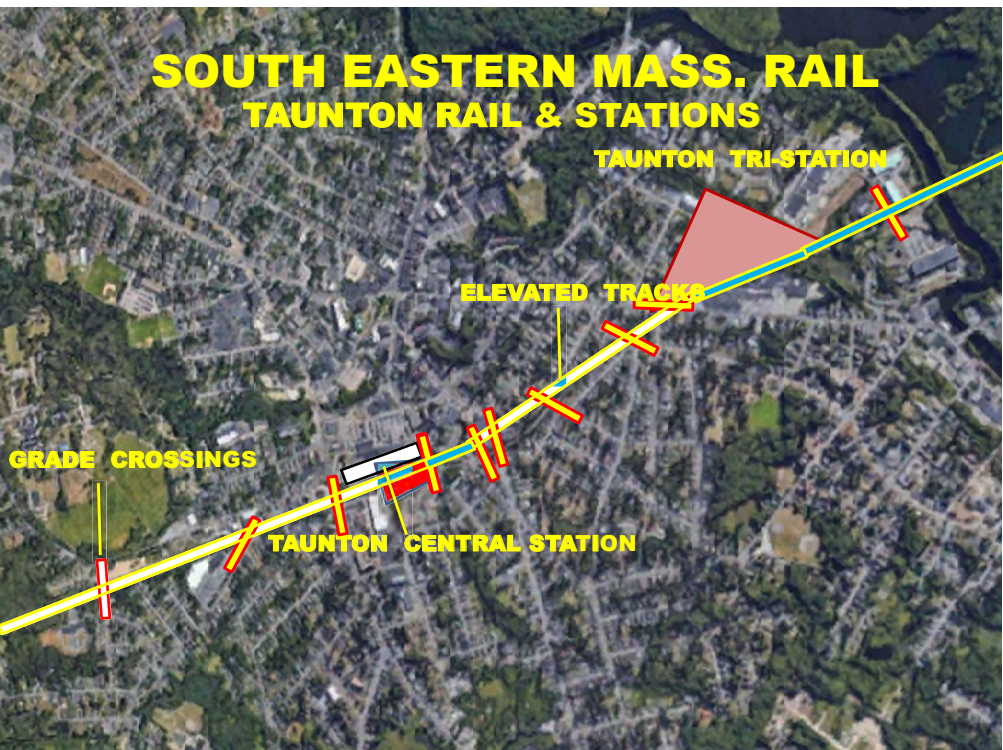


Figure 2-2: Potential Phase 1 Routes Using Existing Rail Infrastructure





RECEIVED

MAR 22 2018

MEPA

Steve Voluckas  
PO Box 784  
Fairhaven, MA 02719

Sec. Matthew A. Beaton, EOEEA  
100 Cambridge St, Suite 900  
Boston, MA 02114

March 20, 2018

Dear Secretary Beaton

These comments are supplemental to previous submissions, most recently dated March 1.

The DSEIR under consideration contains most of the comments and suggestions I have submitted since September 2016, plus a summary along with responses on pages G-444 thru G-448 (ID 93.01-.09). It answers some of my questions, yet totally ignores others.

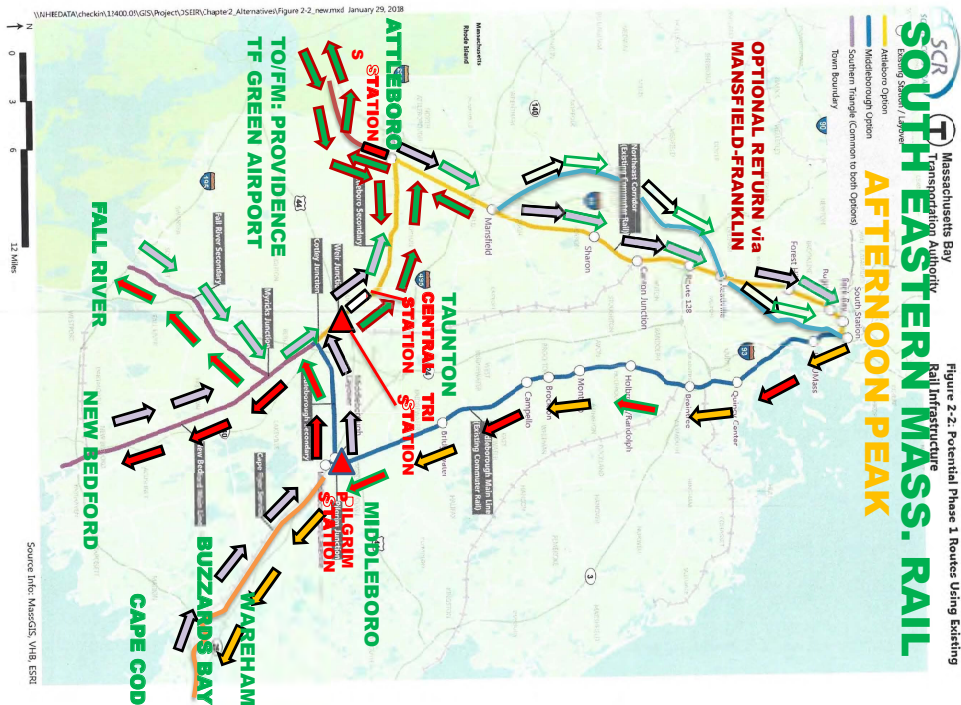
Almost all suggestions proposed MBTA service between SCR and SEMR locations and Providence, citing equal or greater transportation needs and economic benefits. There was no response about PROVIDENCE SERVICE, nor any evaluation of economic of costs and benefits.

There was no response to the suggestion of expanding SCR to include other SE Mass towns including Wareham, Buzzards Bay, and Cape Cod, even though there had been similar hearings during this SCR process. Again, no word as to why SEMR was not evaluated.

There was no response to returning TAUNTON as the rail hub / center of SCR/SEMR, rather than bypassing it until the Stoughton Electric is built. Suggestions included a more practical strategy for implementing SCR/SEMR, beginning with Taunton. Maybe a separate project of providing Taunton Rail service could be considered, so as not to further delay SCR.

Use of the ATTLEBORO SECONDARY response, cited the difficulties of providing service to Boston without major construction (additional tracks) along the NEC as the reason this option was discarded and given no further consideration. It does not examine the possibility of expanding rail service between Attleboro and Providence, and that except for a 4 mile section of only two tracks, most of the 11.5 mile distance currently has three or four tracks (NEC + 1 or 2) and space where these tracks could be upgraded.

Obstacles to the Attleboro Option are that the tracks are still owned by CSX, there is considerable NIMBY opposition to trains passing through Norton, and the number of grade crossings in Taunton. Included are illustrations of how a central station and elevated tracks in Taunton could help reduce the grade crossing problem.



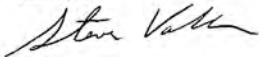
The Attleboro Secondary is a key to the success of SCR/SEMR! It opens the entire region as part of a rail network, and allows several options to make service more reliable, less impacting to communities, while making SCR/SEMR financially viable and sustainable.

The PILGRIM JUNCTION STATION concept was envisioned as another key part of the SCR/SEMR network, providing service to Boston as well as service to/from Providence and TF Green Airport as well as Cape Cod. This suggestion was included in this DSEIR.

Finally, suggestions of the Attleboro Option would allow a circular pattern that would permit alternate routing to reposition trains and utilizing **COUPLING/DECOUPLING TRAINS** as a way to increase capacity during peak periods. MBTA policy of only coupling/decoupling empty trains, the limitations of platform lengths, need for double stopping, and South Station limitations clarifies issues with this suggestion.

Please add these comments supporting SCR and the approval of the DSEIR. After 25 years, it is **TIME FOR RAIL SERVICE!**

Thank you.

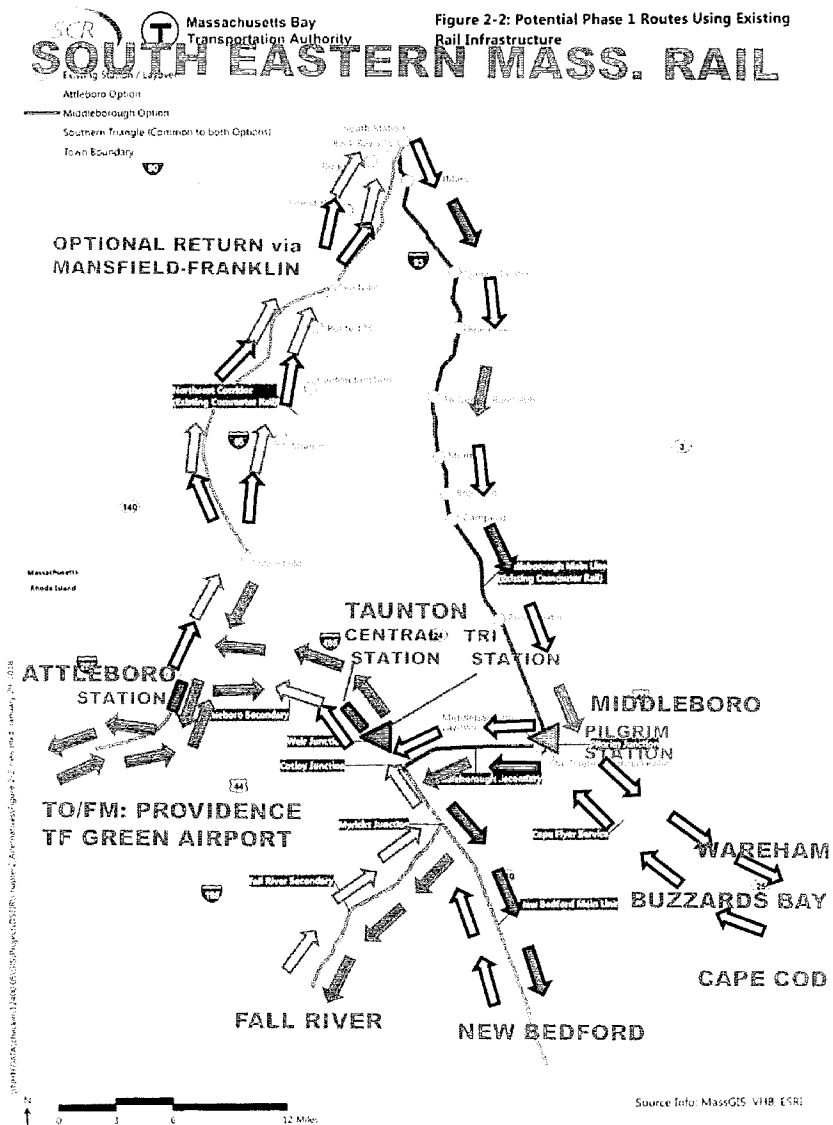


Steve Voluckas









#### Patel, Purvi (EEA)

From: Stanley Voluckas <voluckas@gmail.com>  
 Sent: Thursday, March 22, 2018 9:05 AM  
 To: Patel, Purvi (EEA)  
 Subject: SCR DSEIR Supplemental Comments  
 Attachments: MEPA\_NewComments2018.docx

Good Morning Purvi

Attached are supplemental comments regarding the SCR DSEIR.

I mailed a hard copy, along with some previously submitted illustrations, on Tuesday, so you should receive them today or tomorrow.

It was nice meeting you at the SCR hearing at UMASS Dartmouth earlier this month. Unfortunately, I was not able to attend the Taunton hearing.

Hopefully, this will mark the beginning rebirth of SCR.

Thank you.

Steve Voluckas

**Patel, Purvi (EEA)**

---

From: mindywallis@gmail.com on behalf of Mindy Wallis <wallistech@gmail.com>  
Sent: Thursday, March 22, 2018 8:07 PM  
To: Fox, Jean (DOT); Patel, Purvi (EEA)  
Subject: Support for SouthCoast Rail

I am a recent transplant to New Bedford and I have seen firsthand the challenges for individuals and the community-at-large because of the lack of access to commuter rail service. The residents of Southeastern Massachusetts deserve a reliable commuter rail service to connect them to the Greater Boston area.

176-1 This service will not only help to make affordable housing more accessible to those in the Greater Boston Area, it will provide better access to higher paid employment, higher education, medical specialists, and more opportunity for travel and tourism for the residents of the South Coast.

176-2 Please, we need to see phase 1 of the SouthCoast Rail Project completed by 2022. Please, make this a reality for the residents of Southeastern Massachusetts.

Thank you.

Melanie Wallis

**Patel, Purvi (EEA)**

---

From: Joan Wickersham <joanwick@comcast.net>  
Sent: Sunday, February 25, 2018 1:15 PM  
To: Patel, Purvi (EEA); Fox, Jean (DOT)  
Subject: south coast rail

177-1 I heartily support the decision to pursue the Middleborough route for South Coast Rail commuter (and also passenger!!) service.

Joan R. Wickersham



Patel, Purvi (EEA)

---

From: Marji Wyatt <marji.wyatt2017@gmail.com>  
Sent: Wednesday, March 21, 2018 12:38 PM  
To: Patel, Purvi (EEA)  
Subject: Rail service to NB area

178-1

The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.  
Thank you.

Marji Maddigan-Wyatt  
[mmaddiganwyatt@kinlingrover.com](mailto:mmaddiganwyatt@kinlingrover.com)

Patel, Purvi (EEA)

---

From: Stella Xifaras-Piva <stella@upperdeckltd.com>  
Sent: Thursday, March 22, 2018 1:17 AM  
To: Patel, Purvi (EEA)  
Subject: WE NEED THE RAIL

WE HAVE 2 retail shops in the downtown new bedford area

We have apartments all this in area

The greater new Bedford area has all kinds of beaches, restaurants and shops that could benefit from this tremendously

So many students would be able to go to the city like boston, etc. for school, fun, shows, etc.

And the same with the students in the boston area.....they can visit as well!!

179-1

Everyone I have talked too in our area supports this and has been looking forward to hearing about the rail.

Please feel free to contact me if you need any further information

**Patel, Purvi (EEA)**

---

**From:** Fox, Jean (DOT) <Jean.Fox@dot.state.ma.us>  
**Sent:** Thursday, March 22, 2018 10:08 AM  
**To:** Nancy Farrell (Reginavilla); Sarah Paritsky (Regina Villa Associates); Patel, Purvi (EEA); Patel, Purvi (ENV) (purvi.patel@state.ma.us)  
**Subject:** FW: we need the rail !!

Another comment, albeit brief!

---

**From:** Stella Xifaras-Piva [<mailto:stella@upperdeckltd.com>]  
**Sent:** Thursday, March 22, 2018 1:18 AM  
**To:** Fox, Jean (DOT)  
**Subject:** we need the rail !!

So many people want this, need this to continue in their business, et.

Please let me know what information you need to help get this done

Comment #	Commenter	Comment	Response
56-1	Rahim Aghai	The rail could offers many young & educated generations in our area the opportunity to live in our area and have the access to work in Boston, Quincy or RT 24 area with high tech companies.	MassDOT thanks you for your support.
56-2	Rahim Aghai	Also Southcoast area has more affordable rental rates which could enable the young generation from big city who currently not able to afford to live in the metropolitan area to participate in the "big city" job market.	MassDOT thanks you for your support.
57-1	Melinda Ailes	I would like to strongly recommend that the DSEIR be accepted without additional review, that the we move forward with this initiative and that we also move forward simultaneously with the preferred Stoughton Route.	MassDOT thanks you for your support.
58-1	Howe Allen	I'm in complete favor of the SouthCoast rail project. For those of us who must commute to Boston it will be a great time and money saver as well as better for our environment.	MassDOT thanks you for your support.
59-1	Karen Bailey Almeida	I am writing to you today to ask for your support for the South Coast Rail. Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022.	MassDOT thanks you for your support.
60-1	Stacy Antonio	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022.	MassDOT thanks you for your support.
61-1	Debrah Atteberry	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your support.
61-2	Debrah Atteberry	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your support.
62-1	Tracy Silva Barbosa	We NEED a proper Southcoast Rail service much like the Long Island Rail Road in NY.	MassDOT thanks you for your comment.
62-2	Tracy Silva Barbosa	Rolling schedule of convenient travel times, and speed	MassDOT will continue to refine the schedule and operations for Phase 1 of the South Coast Project. This will include the possibility of express trains and skip stops to provide shorter travel times to and from the South Coast Region.
63-1	Nicholas Christ - BayCoast Bank	The two phase approach offers significant time and cost savings, which make near-term commuter rail service to the South Coast a real possibility.	MassDOT thanks you for your support.
63-2	Nicholas Christ - BayCoast Bank	The economic development opportunities offered by South Coast Rail will be important drivers in the future of the region. Further, the recently published Draft Supplemental Environmental Impact Report demonstrates the benefits of expanded commuter rail service to the South Coast	As described in Corridor Plan, the Full Build Project is anticipated to result in economic benefits and growth in jobs and households within the South Coast Region. Economic impacts are also a result of MassDOT's continued support of smart-growth land use policies by providing technical assistance grants to communities throughout the South Coast Region. More information about the positive impacts from the SCR Project can be found in the <i>South Coast Rail Economic Development and Land Use Corridor Plan</i> .
64-1	Andrea Belanger	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
65-1	Claudia Bender	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
66-1	Scott Bernard	I do not believe, however, that the phased plan proposed will result in the quality service that the South Coast, and indeed South Eastern Massachusetts deserves. As a matter of fact, I firmly believe that the phased version of this project will result in a further deterioration to already defective commuter rail service along the already overburdened Old Colony Line.	Operational considerations such as the Old Colony Main Line capacity were used to develop the operations plan for Phase 1. Phase 1 service will be achieved by extending the Middleborough Commuter Rail line, and utilizing only one new train set to achieve the service without further constraining the system.
66-2	Scott Bernard	Additionally, with the increased distance between the two new rail termini, any delay prior to Middleboro will only be magnified.	Operational considerations such as distance to new termini were used to develop the operations plan for Phase 1. Phase 1 service will be achieved by extending the Middleborough Commuter Rail line and utilizing only one new train set to achieve the service without further constraining the system.
66-3	Scott Bernard	I will hazard to suggest that if MassDOT decides to move forward with this plan (over the combined objections of the towns of Middleboro and Lakeville and the City of Taunton) the result will be (as former New Bedford Mayor Lang, a supporter of SCR and Phase I, put it) that Phase II, or the Stoughton Option, will be effectively be killed	The Administration is committed to advancing the design and permitting of the Full Build Project, while Phase 1 construction gets underway.
67-1	Debby Boiros	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. Route 24 has had an inordinate amount of traffic, thus more accidents as people travelling from Fall River, New Bedford and Taunton and even Tiverton, RI use this route to the Boston area.	Provision of commuter rail service to Southeastern Massachusetts is the goal of the South Coast Rail Project. Providing this service by 2022 is the goal of Phase 1.
67-2	Debby Boiros	I am 66 years old, a Realtor and have been hearing about a rail since I was 15. Areas that were not considered long ago now have the rail system yet the forgotten stepsister is still waiting.	MassDOT thanks you for your support.
68-1	Bill Boles	Before I retired and became a realtor, I commuted to BOSTON everyday by car. The commute was exhausting. The option of going to the train station in Middleboro was not appealing because I lived in Dartmouth. The ride to the station would have taken 30 to 40 mins. I might as well have kept driving to BOSTON.	MassDOT thanks you for your support.
68-2	Bill Boles	The train would not only would have helped me, but countless others to lessen the burden of driving to BOSTON. The train would lower the amount of commuter traffic. It would lessen concerns about air quality.	MassDOT thanks you for your support. MassDOT agrees, SCR will help take vehicles off the highways, improve air quality and offer a more comfortable commute.
68-3	Bill Boles	Another reason to have train service, would be to have professionals who cannot afford homes in the METRO BOSTON area, to be able to buy homes here at a lower price and commute. These professionals would add tax property income to all towns and they would become a part of a community	MassDOT thanks you for your comment. This sentiment has often been expressed in our meetings by those would like to remain living in Southeastern Massachusetts.
68-4	Bill Boles	The most viable option is the MIDDLEBORO track. This is less expensive and would suffice the needs of all the residents. Taunton and Fall River should be able to connect to MIDDLEBORO. Taunton has voiced the most concerns. I was wondering if a shuttle service could be entertained to get folks in Taunton, to Fall River or Middleboro, if the connection by track is not viable.	Thank you for the support of the Phase 1 service utilizing the Middleborough alignment. During Phase 1 MassDOT is working with GATRA to provide shuttle bus service to station locations to facilitate ridership from Taunton and other municipalities.

Comment #	Commenter	Comment	Response
69-1	Lisa Boragine	There will be increased traffic around route 28 Rotary and the Project could possibly add dangerous chemicals to Middleboro drinking water. The traffic "study" was one day, didn't take into account the difference between traffic in June and other times of the year - there are seasonal traffic differences that must be accounted for.	The proposed station at Pilgrim Junction Station is located proximate to Route 495 and is not anticipated to result in traffic patterns that will increase traffic in and around the Route 28 rotary.
69-2	Lisa Boragine	The South Coast rail project has had numerous studies that show the Stoughton route is much preferred.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of Middleborough Secondary as a Phase 1 service is not an alternative to the Full Build. The design and permitting for the Full Build are advancing and will continue to advance as Phase 1 construction gets underway.
69-3	Lisa Boragine	We need to go electric, it's the best way for the state to reduce its carbon footprint	Although the Phase 1 Service will continue to use diesel locomotives, the analysis included the phasing of cleaner-burning locomotives into the fleet through-out the system by 2030. The Full Build Project includes the use of electric locomotives.
69-4	Lisa Boragine	So why is the Middleboro route being completed at all? There needs to be an investigation into who specifically financially benefits from this Middleboro plan, because it makes no sense to spend limited state funds on this transportation plan. There already is a Middleboro station.	As described in the DSEIR, the Phase 1 project will build 56% of the infrastructure needed for the Full Build. Constructing this portion of the project early results in an overall cost savings by reducing future escalation of construction costs.
69-5	Lisa Boragine	We don't need a second station when the people of Fall River and the people of New Bedford still have zero access.	SCR Phase 1 will provide access to Fall River and New Bedford through the construction of Fall River Depot Station, Kings Highway, and Whale's Tooth Stations. Chapter 2 describes station locations and phased service.
70-1	Crystal Baldwin	Please bring early commuter rail service to New Bedford, Fall River and Taunton. This is innovative, costs less and avoids some of the very tricky environmental challenges posed by only using the "Stoughton Route"	MassDOT thanks you for your support.
70-2	Crystal Baldwin	This rail would allow students to commute from anywhere along the line. A Taunton resident could save tuition by commuting to Umass Dartmouth vs into Boston	MassDOT thanks you for your support.
70-3	Crystal Baldwin	As a Fairhaven resident, I appreciate that my daughters and I would be able to commute into Boston. Families would be more likely to take a trip into Boston	MassDOT thanks you for your support.
71-1	David Brodeur	The New Bedford area in particular has very little job growth	Improved mobility and fostering more livable communities in the South Coast will aid in increasing the economic output of these areas. Service will connect people to new opportunities across the region.
71-2	David Brodeur	There are a lot of people from the area commuting daily	The Project will provide more than 1,600 new daily trips from the South Coast Region to Boston, improving mobility and access, while reducing accidents and vehicle miles traveled on roadways.
71-3	David Brodeur	The area is depressed and this can only help. I have been part owner of a retail business in the Kings Highway Area for 35+ years. I welcome the project.	MassDOT thanks you for your support.
72-1	Abraham Brody	Dualize all railway lines at each station so delays due to snow are less problematic on the Old Colony lines	Thank you for your comment. While SCR Phase 1 incorporates system operations to ensure planning for additional system wide improvements, the scope of SCR is ongoing as part of the Commuter Rail Vision and Focus40 program.
72-2	Abraham Brody	Build a monorail down route 3 to Sagamore and even Cape Cod.	MassDOT thanks you for your comment. Future Commuter Rail Service to the Cape will be studied as a separate project.
72-3	Abraham Brody	Build a monorail between South Station and North Station.	MassDOT thanks you for your comment. North/South connections in Boston have long been considered as a separate project.



Comment #	Commenter	Comment	Response
72-4	Abraham Brody	Electrify all lines to offer faster service. Kingston to Braintree can be done in half an hour if electric engines are used.	Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. The Full Build will include the use of electric locomotives.
72-5	Abraham Brody	Fix the connection to Plymouth so backtracking does not need to be done to enter Plymouth, and offer more trains to Plymouth.	MassDOT thanks you for your comment. Service to Plymouth is outside the scope of this filing.
72-6	Abraham Brody	For the New Bedford Extension, make sure New Bedford trains only take an hour to get Boston. If that means reducing the stops for New Bedford trains, that would help.	MassDOT is continuing to investigate options for reducing trip times. Operational refinements will continue through design and operation of Phase 1.
72-7	Abraham Brody	Use Snowplow engines on both sides of the commuter rails and set them up before storms. That will help get trains moved out quicker when it snows.	MassDOT thanks you for your comment. MBTA operations continues to improve systems for poor weather performance.
73-1	Douglas Brown	As a Falmouth resident I urge you to implement phase 1 with the middleboro line. It seems the most cost effective use of public funds. Rail service to New Bedford would be an excellent partnership with Steamship Authority plans to expand service to Martha's Vineyard from New Bedford	MassDOT thanks you for your support.
73-2	Douglas Brown	I hope there could also be continued service to North Falmouth	Cape Flyer Service will continue and will not be impaired by the Phase 1 Service.
73-3	Douglas Brown	There is still state land there that could facilitate a station	MassDOT thanks you for your comment. The station alternatives selection process is described in the FEIR and the DSEIR in Chapter 2.
74-1	Kristi Butler	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022	MassDOT thanks you for your support.
75-1	David Cabral	As significant taxpayers of the Commonwealth, we deserve commuter rail service to Boston to provide a host of economic opportunities to areas of the Southern triangle that have been promised better.	MassDOT thanks you for your comment.
75-2	David Cabral	Better access to higher earning wages, universities, top medical specialists and facilities; in addition to more opportunity for travel and tourism.	MassDOT thanks you for your support.
76-1	William Callahan	New Bedford and Fall River residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your support.
77-1	Caryn Campbell	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
78-1	Robert Caron	The SCR project will be beneficial to the South Coast region regarding economic stimulus, employment mobility, income growth, and many cultural and social impacts that have been lacking for this long-neglected area of the Commonwealth. Phasing the project will allow these benefits to begin to be achieved in an impressively accelerated and timely manner.	MassDOT thanks you for your support.
79-1	Steve Castellina	Hard to believe that State is proposing outdated diesel over electric rail service. This added pollution to Southeastern Massachusetts is unacceptable.	Although Phase 1 service will continue to use diesel locomotives, the analysis included the phasing of cleaner-burning locomotives into the fleet through-out the system by 2030. The Full Build Project includes the use of electric locomotives.

Comment #	Commenter	Comment	Response
79-2	Steve Castellina	This project will always be another financial drain on the MBTA's budget as the ridership will be poor because of the excessive time it the rail trip will take to between destinations. I totally disagree with the CTPS ridership study. Please look closely at the methodology with which it was done and also the conclusions that they reached.	CTPS ridership model used the most up-to-date data available to model ridership for both Phase 1 and the Full Build. Phase 1 service is projected to result in approximately 1,600 new daily inbound boardings, on an annual basis equaling over 800,000 trips per year for passengers. MassDOT is continuing to pursue options for reducing travel times for Phase 1 service.
79-3	Steve Castellina	For instance, they say that 21% or 22% of the residents in New Bedford or Fall River do not have automobiles. Most of these people probably have minor children and are on Welfare. No way will they be commuting to Boston for a twelve hour day.	MassDOT thanks you for your comment.
80-1	Mary-Carol Cate	This service will provide so many economic opportunities to this area, along with better access to medical specialists and universities, easier travel to and from Boston, as well as more opportunity for tourism.	MassDOT thanks you for your support.
81-1	G. Chace	BELIEVE IT IS IMPORTANT FOR THIS RAIL SERVICE!	MassDOT thanks you for your support.
82-1	Paul Chasse	Rail service to the areas of New Bedford, Fall River and Taunton. The project will reconnect the South Coast to Boston and cities and towns along the way, take vehicles off our overcrowded highways, improve air quality, encourage tourism, provide jobs and support smart growth in the region.	MassDOT thanks you for your support.
82-2	Paul Chasse	The benefits are enormous and long overdue for the only Massachusetts' region, 50 miles outside of Boston, that does not currently have passenger rail service.	MassDOT thanks you for your support.
83-1	Paul Chenard	On the segment of the Stoughton alignment, I would like to see a paved Bike Path installed between Boston & Stoughton as we wait for the line to be activated.	While the Phase 1 construction gets underway, the Administration is committed to advancing the design and permitting of the Full Build Project. This will include looking for opportunities to improve multimodal access to and from the stations. Currently, MassDOT does not have plans to pursue a bike path along the proposed Full Build alignment, much of which is not currently in MassDOT ownership and does not have a rail bed in place.
84-1	Jackie Connolly	This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
85-1	Richard Connor	The rail will have a huge impact on the south coast, not only allowing people living down here to access employment opportunities in the Boston area but it will increase tourism from Boston to the south coast.	MassDOT thanks you for your support.
86-1	Jen Cote	Our neighborhood concern is cars cutting through our neighborhood, to avoid railroad crossings & increase traffic on RT 138. Overall traffic will be increased if a stop or crossing on 138 because people may avoid 138 and use neighborhood side streets that are not wide enough, and the area is densely populated with houses & families.	The DSEIR included a grade crossing analysis to determine if mitigation is required for any locations that may experience a reduction in traffic operations, as described in Chapter 5.
86-2	Jen Cote	My main concern lies in traffic, noise & environmental impacts surrounding railroad tracks, crossing and their effects on the real people who live near these stations, & crossings. More people taking the train is great, but it also brings negatives to the neighborhoods around these stations, & crossings.	Analyses of traffic and noise were key components of the DSEIR for SCR Phase 1 service. MassDOT uses federal and state guidelines to minimize and mitigate the impacts from public transportation improvement projects like SCR. MassDOT recognizes that even with the benefit of the reduction in overall traffic due to access to public transit, concerns with traffic at grade crossings and stations are an important consideration. Chapter 5 of the DSEIR describes the proposed measures to improve traffic flow around station locations and grade crossings.

Comment #	Commenter	Comment	Response
87-1	Christopher D'Anna	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
88-1	Rene Davey	My family needs the option to get to Boston using the safest way available. Please use the existing railway to bring the train to New Bedford as soon as possible!	MassDOT thanks you for your support.
89-1	Celia & Rob DelGaudio	As business owners and residents we ask that you continue to push for the South Coast Rail, which is long overdue. Route 24 badly needs relief and the towns of Fall River and New Bedford should benefit from this investment.	MassDOT thanks you for your support.
90-1	Dawn Delvin	I am writing to you in strong support of the aggressive startup plan Phase 1 of the South Coast Rail. I am asking for my family and my community that this move forward.	MassDOT thanks you for your support.
90-2	Dawn Delvin	Our home sales would benefit from people wanting to relocate here, our local businesses would thrive, the opportunities for people who can't commute because of lack of transportation will be eliminated, the list goes on and on.	MassDOT thanks you for your support.
90-3	Dawn Delvin	I do understand the concerns of the people in Middleboro. In our little town we had 2 industrial sized wind turbines erected that have caused stress and health issues because of the sound, flicker, and infrasound. I really can understand the concerns however I strongly feel that this rail could move forward without harm to the citizens of Middleboro.	MassDOT thanks you for your support.
91-1	John Doherty	If you are going to build the rail it should be done the right way and go through Taunton. The real need is the Stoughton line. The phase 1 is like putting perfume on a pig. Don't take the route of least resistance.	The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway.
92-1	Laura Douglas - Bristol Community College President	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
93-1	Dave Dubak	Please consider the south Coast Rail Project, it will Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
94-1	Kreg Espinola	And while I no longer need commuter rail to commute on a regular basis, I see a great many people here do need it. And I must say, that South Coast commuter rail would have extraordinary benefits to the South Coast, and the Commonwealth as a whole. The South Coast is an amazing place to call home, commuter rail would bring many more people to our communities to visit and live.	MassDOT thanks you for your support.
95-1	Megan Faber	I urge you to complete phase 1 of the project by its intended date of 2022. Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
96-1	Bruce Fernandes	The positive effects rail service will have on the South Coast are immeasurable. From an economic development standpoint rail service means that SouthCoast residents will have better access to employment opportunities in areas serviced by the commuter rail without having to move into those areas which are characterized by a higher cost of living.	MassDOT thanks you for your support.
96-2	Bruce Fernandes	Similarly, I believe that families from the metro-Boston area will choose to relocate to the SouthCoast for housing purposes or choose to continue to work in Boston so long as they are afforded a safe, affordable, efficient and reliable means of transportation to and from Boston.	MassDOT thanks you for your support.
96-3	Bruce Fernandes	Given that Phase 1 supports the overall Full Build of South Coast Rail without additional cost, along with the positive impact rail service will have on the economic development of the region, it is without hesitation that I support Phase 1 of the South Coast Rail project.	MassDOT thanks you for your support.
97-1	Marcus Ferro	Found the meeting to be informative, engaging, and encouraging, hearing Secretary Pollack's remarks give me new confidence in the implementation of this groundbreaking project.	MassDOT thanks you for your support.
98-1	Jessamyn Finneran	Please bring us the train. The the South Coast has been neglected by the state house for far too long.	MassDOT thanks you for your support.
99-1	Alan Freitas	This region continues to be in dire need of: <ul style="list-style-type: none"> <li>- Easier access to better medical specialists</li> <li>- Improved access to institutions of higher education</li> <li>- Better access to greater employment and higher wages</li> <li>- Increased opportunities for travel and tourism</li> </ul>	MassDOT thanks you for your support.
99-2	Alan Freitas	Southeastern Massachusetts residents need your and the Commonwealth's support, and I urge everyone involved to help make the SouthCoast Rail Project a reality by pushing forward to insure that Phase 1 is completed by the 2022 deadline.	MassDOT thanks you for your support.
100-1	Jeanne Fuller-Jones	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
101-1	Peter Gannon	I support the SouthCoast Rail Project. Please help to make it happen.	MassDOT thanks you for your support.
102-1	Dawn Gaudreau	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
103-1	Ellen Gitlin	New Bedford is in dire need for the rail to be extended to our area. This is so important for the growth of the area. We are on the cusp of growing in a new direction and I feel that this is imperative to this growth. We have such potential and the rail is a significant part of this for business, real estate and a lot more.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
104-1	Lou Gitto	I agree with the practicality of providing substantial service to Fall River and New Bedford implementing "Phase 1" a full 8 years earlier than anticipated in the "Full Build Project" schedule and doing so with minimal environmental impact.	MassDOT thanks you for your support.
104-2	Lou Gitto	but what is not mentioned is the opportunity to rethink the "Full Build Project" will be the last of the 19th century railroad projects or an early entrant into the 21st century rail-like transportation projects in the USA.	The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway. MassDOT will continue to coordinate with USACE to complete the design and documentation to support permit applications for the Full Build.
104-3	Lou Gitto	I continue to question why is it that the Commonwealth would want to design a rail system that with a maximum speed of 79 mph (see page 2-53) will be in place forever (a very long time). I urge that, as Mass DOT implements Phase 1, the Commonwealth think carefully when answering that question and in the process seek alternatives.	MassDOT will continue to investigate operational adjustments to reduce travel time to the terminal stations in New Bedford and Fall River.
104-4	Lou Gitto	Additionally, and no small matter, are the service constraints on the Northeast Corridor's existing system that must be overcome to create a robust, long term increase in service, factors not included in this Full Build Project but which need to be paid for. All these factors and more scream for a re-look before sinking money into this long term project	Efforts such as the MBTA's Commuter Rail Vision Study, Focus40, and the Governor's Commission on the Future of Transportation in the Commonwealth include studies of additional regional rail service. Factors such as capacity along the northeast corridor and the proposed South Station Expansion project were included in the analysis for both the Full Build and the Phase 1 service.
104-5	Lou Gitto	I urge an addition to the Phase 1 project. That addition is the early advancement of the depression of the rail in Stoughton	Phasing the project is specifically intended to provide service in a shorter timeframe. Complex additions to the Phase 1 program, such as a change to the preferred alternative for Full Build, would not be achievable within timeframe set for operations.
104-6	Lou Gitto	The Town of Stoughton continues to be firm in its position that the rail line through Stoughton Center must be depressed. A meeting between the Town and the Commonwealth took place at the Stoughton Town Hall on 2/28/2014. There has been no substantive follow-up since that time. This issue must be resolved to include a depressed rail - designed, costs determined and fairly assessed, and the project implemented soon if the Full Build Project continues to be the chosen option.	Depressing the line through Stoughton is not included in the Preferred Alternative. Full Build designs will be advanced as the Phase 1 service gets underway. Investigation of alternatives to the Full Build Preferred Stoughton Straight Electric alternative was undertaken as part of the FEIS/FEIR process, completed in 2013.
104-7	Lou Gitto	Implementing our plan is hindered because the State has not addressed the depression of the rail through Stoughton Center. If our downtown is split by this project at grade, it will be devastating because appropriate development will not occur. If the project is to be depressed, it should be done as part of the Phase 1 to take advantage of lower costs and to provide certainty to investors. Developers are reluctant to invest where there is such a high downside risk of this large unknown.	Depressing the line through Stoughton is not included in the Preferred Alternative. Full Build designs will be advanced as the Phase 1 service gets underway. Investigation of alternatives to the Full Build Preferred Stoughton Straight Electric alternative was undertaken as part of the FEIS/FEIR process, completed in 2013.
105-1	Wally Glendye	As a concerned citizen from the town of Middleboro I urge you to include a traffic study not just on the new proposed station in our town but its impact on our overly congested rotary. I keep hearing that the traffic impact would be less than it is now but how would anyone know since we don't have a train station. Lakeville may have one up the street but I guarantee that the current traffic patterns will change and side roads will be impacted now that access to route 44 via route 105 would be more enticing.	Selection of the preferred Pilgrim Junction location in the DSEIR included an analysis of traffic to and from the new station location. The station's proximity to 495 and projected traffic patterns do not create more congestion at the rotary.
105-2	Wally Glendye	If the rotary can be fixed first then you may gain support from citizens of this town.	The provision of commuter rail service to the Southeastern part of the state has a separate purpose from the rotary project.
106-1	Joseph Gomes	For too long residents of Southeastern Mass., have been without passenger rail service to Boston. I urge for the completion of this project.	MassDOT thanks you for your support.



Comment #	Commenter	Comment	Response
107-1	Margarita Graham	It has been a long time promise of rail service to our region and I am asking that you accept this correspondence supporting moving forward with Phase 1 of the SCR project. We would ultimately have better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
108-1	Kathleen Guarino	Please move ahead with rail service to New Bedford and Fall River. Phase one needs to start immediately.	MassDOT thanks you for your support.
109-1	Ann Guinen	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
110-1	Susan Haley	This service will help to bring affordable housing to the Greater Boston Area	MassDOT thanks you for your support.
110-2	Susan Haley	additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your support.
111-1	Barbara Hall	This service would benefit both the Greater Boston Area as well as the SouthCoast by enlarging the affordable housing pool for Boston while additionally providing a host of economic opportunities to Southeastern Massachusetts,	MassDOT thanks you for your support.
111-2	Barbara Hall	And I can only believe that this enrichment "works both ways," in that Boston – and the Commonwealth as a whole – can also benefit from an enlarged pool of human talent and diversity, as well as the increased tax revenue that would result from the greater employment and commerce the passenger rail would make possible for residents of this part of the state.	MassDOT thanks you for your comment.
111-3	Barbara Hall	Extended passenger rail service could also contribute to improved safety by reducing some of the traffic on our congested highways.	MassDOT thanks you for your support.
111-4	Barbara Hall	Better access to higher wage jobs, universities, medical specialists, and more tourism (in both directions!) are among the many reasons we need to see Phase 1 of the SouthCoast Rail Project completed by its intended date of 2022. I urge all involved to make passenger rail service a reality for the residents of Southeastern Massachusetts. Investing in this project now will positively affect the future not only for this area, but for the entire Commonwealth.	MassDOT thanks you for your support.
112-1	Stephanie Harding	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your support.
113-1	Paul Helgesen	It will open up more affordable housing to potentially thousands who now find home ownership in the Boston area virtually impossible.	MassDOT thanks you for your support.
113-2	Paul Helgesen	It will dramatically reduce the nightmare commute from the SC to Boston every day for thousands stuck in bumper to bumper traffic.	Increasing regional mobility is a cornerstone of the South Coast Rail Project. A major goal of the South Coast Rail Project is the reduction in vehicle miles traveled between the South Coast Region and Boston area.
113-3	Paul Helgesen	It will make Fall River and New Bedford naturals as a pleasant weekend getaway for Boston people, especially in the summer.	MassDOT thanks you for your support.

Comment #	Commenter	Comment	Response
114-1	Freeman Hill	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022.	MassDOT thanks you for your support.
115-1	Gillian and David Holroyd	This rail service would be of great help in terms of commuting to work.	Increasing regional mobility is a cornerstone of the South Coast Rail Project. A major goal of the South Coast Rail Project is the reduction in vehicle miles traveled between the South Coast Region and Boston area.
115-2	Gillian and David Holroyd	Using a train for this journey rather than having to rely upon the roads, particularly Route 24, clogged with traffic or dangerous in inclement weather, would be very welcome.	Increasing regional mobility is a cornerstone of the South Coast Rail Project. A major goal of the South Coast Rail Project is the reduction in vehicle miles traveled between the South Coast Region and Boston area.
115-3	Gillian and David Holroyd	We believe that the south coast towns of Fall River and New Bedford would benefit economically from this connection to Boston.	MassDOT thanks you for your support.
116-1	Donna Horvath	I have serious concerns that if Phase 1 is built, Phase 2 will never happen. Although the Full-Build cost is significant, \$3 billion, the State spent the same amount for the Green Line Extensions, this project would benefit an entire region (with much greater economic need).	The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway. MassDOT will coordinate with USACE to complete the design and documentation to support permit applications for the Full Build.
117-1	Christopher Howard	This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your support.
118-1	Elizabeth Isherwood	As a lifelong resident and business owner in the Southeastern part of Massachusetts, I urge you to move forward on Phase I of South Coast Rail. I urge that the draft environmental review study be approved and that further study is not needed.	MassDOT thanks you for your comment.
119-1	Andrew Jennings	As a person who is interested in better connectivity by public transportation within the Commonwealth, I support both the phasing of the project, and moving forward on the full Stoughton Electric option.	MassDOT thanks you for your comment.
119-2	Andrew Jennings	Clarification of where track changes will be made,	The DSEIR provided supplemental information on the new Phase 1 elements. As stated in the document, the Middleborough Secondary will be single track, with a 1,800-foot maintenance of way siding. All other proposed track infrastructure from Cotley Junction south was included in the FEIS/FEIR for the Full Build, and are components of the Southern triangle that are common to Phase 1.
119-3	Andrew Jennings	Inclusion of a string line of the operation to make it clear that the schedule is realistic,	The SCR Phase 1 operation plan is currently being reviewed with MBTA Railroad Operations. Detailed operating plans and stringlines will be included in the final report to MassDOT and MBTA.

Comment #	Commenter	Comment	Response
119-4	Andrew Jennings	Answer a number of unknowns regarding scheduling and service, such as weekend service, intermodal options, and individual train loadings	DSEIR Chapter 2, Sections 2.6.1 and 2.6.7, include proposed station operation details (e.g., feeder bus connections, pedestrian accommodations, parking and vehicular access, and bus/kiss & ride accommodations). Section 2.6.6 notes that Phase 1 service will include 16 new coaches. Some of the existing single level coaches on the Old Colony Lines will be replaced with bi-level coaches to accommodate the new riders, and some trainsets will be expanded to six cars as needed to accommodate ridership. Detailed scheduling and weekend service are being refined with MBTA Railroad Operations.
119-5	Andrew Jennings	Correction of the flawed assumption on the time required to reverse a train at an intermediate stop enroute, which will bring some of the rejected options back into consideration,	Reversing the train requires additional time for signal system route establishment (time-outs) and a member of the train crew to be positioned at the opposite end of the train from the engineer to look out for obstructions, pedestrians and general safety conditions, and to conduct the required Class II brake tests. Fifteen minutes has been scheduled to support this operation. This reverse move would impact all passengers using the service from the South Coast Study Area. This would impact the customer experience for new riders, and would result in lower ridership for the Phase 1 service. This option creates the longest travel time for New Bedford/Fall River riders (105+ minutes) of the Pilgrim Junction service options considered in the DSEIR, and does not meet the Project goal of reducing trip time to the maximum extent practicable.
119-6	Andrew Jennings	Addition of electric infrastructure to Phase 1 for those segments in common to both Phase 1 and Stoughton Electric, and the acquisition of dual mode locomotives,	There are environmental, financial, and operational constraints that would make such an option impracticable for implementation by 2022.
119-7	Andrew Jennings	Review of time savings estimate	Please see Section 1.6 of the DSEIR for a discussion of the improvement in peak period travel times compared to autos and buses, which share the right-of-way with vehicles. By operating in a separate right-of-way, trains have more consistent travel times and therefore are more predictable than driving during the peak travel times. The comparison provided in the DSEIR is based on current vehicle travel times; it is expected that future vehicle travel times will increase due to further congestion, increasing the travel time savings offered by MBTA commuter rail service.
119-8	Andrew Jennings	A discussion of the impact of the requirement for a one seat ride.	As explained in DSEIR Chapter 2, Section 2.3.1, providing a one-seat ride between Fall River/New Bedford and Boston was one of the criteria MassDOT used to evaluate the feasibility and practicability of each of the routing options because a cross-platform transfer would increase the travel time and would decrease the attractiveness of the Phase 1 service, which would result in lower ridership. In addition, public engagement in 2016 and 2017 included negative feedback regarding potential two-seat options, reinforcing the impact that a transfer would have on ridership.
119-9	Andrew Jennings	A discussion of the impact of the addition of PTC on the Middleboro Main Line. Properly designed, PTC should add capacity.	PTC does not add capacity. It is designed to be an overlay on top of the signal system that conservatively enforces signals and speed restrictions.
119-10	Andrew Jennings	A review of the need for the Freetown station.	The Freetown station demand is included in the DSEIR and the supplemental CTPS documentation included as an appendix.

Comment #	Commenter	Comment	Response
119-11	Andrew Jennings	The final EIR should include diagrams which would clarify where changes would be made to the existing infrastructure, and where the proposed phase 1 infrastructure is different from that as proposed in the FEIS/FEIR.	The DSEIR provided supplemental information on the new Phase 1 elements. As described in the document, the Middleborough secondary will be single tracked, with a 1,800-foot maintenance of way siding. All other double track and track infrastructure was disclosed in the FEIS/FEIR.
119-12	Andrew Jennings	As written, the draft is not clear about key track construction. For example, the construction of a new connection between the New Bedford Main Line and the Middleboro Secondary at Cotley Junction is mentioned once, on page 8 – 51, in the discussion of wetlands, water quality and waterways. That connection is not discussed in section 2.6.2 Track Infrastructure nor is any need for land taking mentioned. No comment is made whether this connection will require the removal of freight rail access to the Quad Graphics facility.	Freight rail access will be maintained into the Quad Graphics facility.
119-13	Andrew Jennings	Similarly, there is an 1,800 foot siding mentioned in Section 2.6.2 that is not mentioned elsewhere in the draft. Is this the same siding as the 1,500 foot maintenance of way siding? If not its purpose and location and purpose along the 7.1 mile Middleboro Secondary is not clear.	The 1,800-foot siding in Taunton has an effective storage length of 1,500 feet. These refer to the same siding. The purpose of the siding is a maintenance of way siding for disabled trains.
119-14	Andrew Jennings	What are the plans for weekend service? Will the eight weekend Middleboro / Lakeville trains be extended? Which will go to New Bedford and which to Fall River?	Weekend service will be consistent with the “MBTA Service Delivery Policy” approved by the Fiscal and Management Control Board on January 23, 2017. Commuter Rail frequency standard is 3 hours in each direction. The existing trains from Middleborough/Lakeville will be extended and split equally.
119-15	Andrew Jennings	What will be the impact of commuter rail on the current private bus operations between Boston and southeastern Massachusetts? Will MassDOT change the support that it provides these bus routes through its BusPlus program? Was any consideration given to acceptance of bus tickets on commuter rail (and vice versa) and its impact on both bus services and commuter rail ridership?	DSEIR Chapter 2, Table 2-10, summarizes the potential impact on private buses under the studied conditions.
119-16	Andrew Jennings	What is the matrix of ridership by train and station?	DSEIR Chapter 2, Table 2-9, presents the ridership estimates for the 2030 No Action and Phase 1 service. Comparing the No Action to the Phase 1 projected ridership provides an estimate of the impact of Phase 1 service on ridership.
119-17	Andrew Jennings	What consideration was given to intermodal service on trains where ridership was particularly light and per passenger subsidies particularly high?	MassDOT is working with local bus service providers to enhance intermodal connections. Chapter 2 described some of the initial commitments to bus routes that will service Phase 1 commuter rail stations.
119-18	Andrew Jennings	The assumption that 15 minutes is required to reverse a train at an intermediate station must be challenged as it is clearly an arbitrary assumption. The impact of the time to reverse a train must be evaluated. I would evaluate, at a minimum, reversal times at a station of 3 and 8 minutes for each of the option that involves a reversal. I expect that other options would rise to the top as a result, options that would reduce capital costs and environmental impacts of construction.	There are three daily trains that arrive in Kingston that must turn for Plymouth before heading back to Boston. Each of these schedules show 12 minutes between arrival and departure at Kingston. Reversing the train requires additional time for signal system route establishment (time-outs) and a member of the train crew to be positioned at the opposite end of the train from the engineer to look out for obstructions, pedestrians and general safety conditions, and to conduct the required Class II brake tests. Fifteen minutes has been scheduled to support this operation. This reverse move would impact all passengers using the service from the South Coast Study Area. This would impact the customer experience for new riders, and would result in lower ridership for the Phase 1 service. This option creates the longest travel time for New Bedford/Fall River riders (105+ minutes) of the Pilgrim Junction service options considered in the DSEIR, and does not meet the Project goal of reducing trip time to the maximum extent practicable.

Comment #	Commenter	Comment	Response
119-19	Andrew Jennings	The logic that construction should be advanced to save money in the long run should be applied to electrification of the trackage in common between phase 1 and the FEIS/FEIR.	The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway. Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston. Although the Phase 1 Service will continue to use diesel locomotives, the analysis included the phasing of cleaner-burning locomotives into the fleet through-out the system by 2030. The Full Build Project includes the use of electric locomotives.
119-20	Andrew Jennings	A review of the time savings should be made to see if they are overoptimistic	The Operating Plan for the travel demand model was developed based on the proposed operations described in DSEIR Chapter 2, Section 2.4.1. Rail travel times for the Phase 1 service were calculated for operation in the forecast year and reflect the Phase 1 improvements and service modifications. The anticipated travel time reduction below 90 minutes noted in Section 2.4.1 would positively affect the ridership results provided in Section 2.5.3, as the lower travel time would make rail trips more attractive to users.
119-21	Andrew Jennings	The improvement time over bus needs to be documented as the bus schedules are essentially comparable to the proposed rail schedules.	Please see Section 1.6 of the DSEIR for a discussion of the improvement in peak period travel times compared to autos and buses, which share the right-of-way with autos. By operating in a separate right-of-way, trains have more consistent travel times and therefore are more predictable than driving during the peak travel times. The comparison provided in the DSEIR is based on current vehicle travel times; it is expected that future vehicle travel times will increase due to further congestion, increasing the travel time savings offered by MBTA commuter rail service.
119-22	Andrew Jennings	Also, the assumptions used in the CTPS ridership model for travel times by bus and auto need to be documented so their reasonableness can be judged.	DSEIR Appendix A includes a CTPS memorandum that addresses methodology and assumptions of South Coast Rail modeling; operating schedules for Phase 1 and the Preferred Alternative, and detailed modeling results.
119-23	Andrew Jennings	Properly designed, PTC should allow trains to follow each other more closely creating additional capacity. A discussion of how much capacity is added on the Middleboro line should be included in the DSEIR.	PTC does not add capacity. It is designed to be an overlay on top of the signal system that conservatively enforces signals and speed restrictions. The negative impacts of PTC on the MBTA Commuter Rail Operations in terms of limiting speed and additional travel time are not yet known.
119-24	Andrew Jennings	Projected 2030 boardings at Freetown are only 60 passengers per day, less than two busloads. Even with the full Stoughton Electric, the 2040 projected boarding are only 140 passengers per day. A re-evaluation of the benefits of this stop compared to its costs should be conducted.	Freetown station provides an important departure and alighting point along the Southern Triangle that reduces vehicle trip times for passengers living the central portion of the corridor.
120-1	Marlene Jones	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
121-1	Ushminder Kaur	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its indented date of 2022.	MassDOT thanks you for your comment.
122-1	Will Keene	With the money this Railroad will cost the State and our residents you could buy and give everyone in the affected Areas a Self Driving Electric Car, by the time this project is finished electric Self Driving transportation may be a reality. It would save the State Money and would be better for our environment.	MassDOT thanks you for your comment.



Comment #	Commenter	Comment	Response
123-1	Bryon Kuehne	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service.	MassDOT thanks you for your comment.
124-1	Kerri Kuehne	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its indented date of 2022.	MassDOT thanks you for your comment.
125-1	Dom Lee	My first concern would be the displacement of elderly families who will not be able to afford the new property taxes. My understanding of the project is that property evaluations in the area could raise 100% to 200%. There are many families and the elderly who will not be able to afford this new tax bill and will be forced to sell their property.	MassDOT is committed to working with communities within the Southeast Corridor to address growth pressures and increased costs through Smart Growth planning.
125-2	Dom Lee	Secondly, while I understand the current project is controlled by MassDot it is my understanding that after the project is built this system would transfer to the MBTA System, or whatever third party company, to manage the system. The MBTA operates in a multi-million dollar deficit every year and also as a multi-billion dollar capital plan. How can we look to add on to this service when the current system is in such poor shape?	MassDOT and the MBTA are preparing a financing and operations plan that will be presented to the Fiscal Management and Control Board.
125-3	Dom Lee	How can we spend 1 billion dollars on this project but not know how much it will cost to run? What State programs will have to be cut to fund for this project's operating expenses?	The annual net O&M Cost estimated for the program is \$10.7M (2017\$) as detailed in DSEIR Chapter 2.6.9, pages 59-60. As the opening date gets closer, the funding plan will be finalized during development and within the larger context of the MassDOT and MBTA budget process.
125-4	Dom Lee	Finally, the projected 1 billion for phase 1 and another 2-3 billion for Phase 2 could be used to fix larger transportation issues in the area.	MassDOT and the MBTA are preparing a financing and operations plan that will be presented to the Fiscal Management and Control Board.
125-5	Dom Lee	In summary I urge you to not support this project until our current infrastructure, including the MBTA, is in better shape. We have lived without the rail service for many years and we will continue to do so in the future.	MassDOT thanks you for your comment.
126-1	Carol Leonard	Lets move the rail line along.	MassDOT thanks you for your comment.
127-1	Cate LePage	look elsewhere. I urge MassDOT to move forward with the South Coast Rail. It will revitalize a struggling city and it's surrounding communities. It will open job prospects and increase family quality of life by improving commuting time.	MassDOT thanks you for your comment.

Comment #	Commenter	Comment	Response
128-1	Steve Lewin	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
129-1	Sydney Lewis	I write to urge support for South Coast Rail. It can make a huge difference to economy of the area, more fully connecting it to Boston, to jobs in other areas, to culture and the arts.	MassDOT thanks you for your comment.
130-1	Bob Lima	I wanted to state my opinion on how important I believe the South Coast Rail is to this area. It would afford better access to higher earning wages, universities, medical specialists and more opportunity for travel and tourism. These are few important aspects that this project could bring to the Southeastern Massachusetts. We need to see phase 1 of the South Coast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
131-1	Joyce D. Lopez	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
132-1	Chuck Lord	I am writing to you both as a board member of the South Coast Chamber of Commerce ( <a href="http://www.southcoastchamber.com">www.southcoastchamber.com</a> ), and a local business leader of the 11th largest employer in our area. For the greater good of our citizens, and economic growth of our region, I urge you to please support the South Coast rail project.	MassDOT thanks you for your comment.
133-1	Kate MacGregor	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
134-1	Karla Mantini	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
135-1	Dean Martin, Karen Martin, Shawn Martin	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022.	MassDOT thanks you for your comment.

Comment #	Commenter	Comment	Response
136-1	Kerrie McNamara	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the South Coast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
137-1	Heidi McNeil	I am wholeheartedly in support of the south coast rail project.	MassDOT thanks you for your comment.
138-1	Lloyd Mendes	I fully support the Middleborough alternative for several reasons. Because it is simpler to build, it could be completed much quicker than the Stoughton alternative, in a notional sense, assuming that the Legislature will fund any alternative.	MassDOT thanks you for your comment.
138-2	Lloyd Mendes	To that end, I ask you to prioritize MassDOT's investment in the Middleborough alternative (Phase 1) in a way that maximizes the robustness of the strategy: First improve the tracks from Pilgrim Junction southward to New Bedford and Fall River.	MassDOT thanks you for your comment.
138-3	Lloyd Mendes	Delay investment in the new passenger station in Middleborough until you have reached an agreement with the Selectmen of Middleborough and Lakeville, and until all your track improvements are fully funded and implemented.	The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway.
139-1	Linda Perry	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
140-1	Maria Moniz	Thank you for choosing the Middleboro route!	MassDOT thanks you for your comment.
141-1	Benita Monteiro	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
142-1	Alan Moore	More cost-effective transit projects are completed first	As described in DSEIR Chapter 2, Section 2.6.9, by phasing service, the SCR Program will construct 56% of the Full-Build infrastructure in the Southern Triangle at an earlier date than in a non-phased program, which will result in escalation savings of approximately \$152.90 million, which will offset the cost of Phase 1 to upgrade the Middleborough Secondary, which is estimated to cost approximately \$124.84 million. The cost savings will offset the cost of Phase 1 to upgrade the Middleborough Secondary. Once the Full Build scenario becomes fully operational, regular passenger service along the Middleborough Secondary will cease.
142-2	Alan Moore	Electrified from the start (with what we know about the detrimental impacts of diesel particulate emissions. It is a big mistake to continuing to invest in a system that uses diesel traction.	Phase 1 will utilize diesel engines for service to avoid the extensive cost and disruptive service shutdowns that would be required along the Old Colony lines to electrify service to Boston.

Comment #	Commenter	Comment	Response
142-3	Alan Moore	Stations are near town centers and not in locations far from where people with "Park & Ride" type stations with large parking lots.	The DSEIR proposes a potential bus or van shuttle that could provide service for the existing TOD riders (approximately 15-20 per day) to the new Pilgrim Junction station. The new station at Pilgrim Junction will also have parking and kiss-and-ride facilities to support those choosing to drive to the station.
142-4	Alan Moore	Greater than trip frequency than only for commuters headed into Boston	Phase 1 will provide 3 peak period trips per day to each of the terminal station locations. Increased frequency of trips will be achieved through the Full Build.
143-1	Greg Murphy	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your comment.
144-1	Remy Nikka	The Stoughton Alternative seems like the best option for the South Coast in all aspects except for cost.	The Phasing of the project does not negate the selection of the Stoughton Straight Alternative as the preferred. It is still the preferred alternative and is being advanced by MassDOT. While this alternative continues to be developed and permitted, the first phase of SCR will allow some service to be underway earlier and will not increase overall cost, as described in Chapter 2 of the DSEIR.
144-2	Remy Nikka	I worry that once Phase 1 is built, there will be no more political motivation to build Phase 2. What assurances can we get from the Baker-Polito administration and MassDOT that Phase 2 will indeed be built?	By taking a phased approach, MassDOT will be able to provide service to the South Coast Region much sooner than would be possible if the entire Project were constructed at one time. The phased approach will establish service from Boston to the South Coast region, particularly the underserved cities and populations of New Bedford, Fall River, and Taunton, in a timelier manner given the cost and complexity of advancing the full SCR Project. MassDOT believes that returns on the Phase 1 investment will begin to accrue at the outset of service in late 2022. The Administration is committed to advancing the design and permitting of the Full Build Project, as Phase 1 construction gets underway.
145-1	Norman Orral	However, the intersection of Route 105 and Route 28 is at a Level of Service (LOS) F in both the future "no project" and "project" conditions. Due to this poor LOS, the document recommends mitigation to improve the LOS of this intersection from an F to D by making various improvements to the signals. This improvement is beneficial to the town, but I believe additional mitigation for traffic and economic development could be achieved through the addition of another entrance/exit to the proposed Pilgrim Junction Station.	As described in DSEIR Chapter 2, Section 2.5.2, and shown in Figure 2-14, vehicular access to Pilgrim Junction Station is limited by site constraints including presence of existing rail infrastructure, grade changes, and adjacent private property. Additional pedestrian access will be provided from Route 28.
145-2	Norman Orral	In addition, a new roadway should be investigated between these two entrances to provide full traffic access to and from Route 28 to Route 495, thus further improving the existing intersection at Route 105 and Route 28. This new roadway would be designed safely separated from the station parking in order to allow both access to the station and a new public roadway. This proposal would provide an opportunity for the town of Middleborough to grow economically without further impacts to the already congested intersection at Route 105 and Route 28.	As described in DSEIR Chapter 2, Section 2.5.2, and shown in Figure 2-14, vehicular access to Pilgrim Junction Station is limited by site constraints including presence of existing rail infrastructure, grade changes, and adjacent private property. Additional pedestrian access will be provided from Route 28. MassDOT will work with the town of Middleborough to investigate whether a new roadway to the station would be beneficial and practicable.

Comment #	Commenter	Comment	Response
145-3	Norman Orral	The DSEIR notes that there is an environmental justice area located just beyond the half mile study area. The conclusion is that there is no detrimental impact from the project to this area. However, would the relocated Pilgrim Junction Station provide positive impacts to this population by being moved to just over a half mile of it? Would home values increase?	As described in the Corridor Plan, TOD may offset this effect if affordable housing is a required component. Overall, impacts to environmental justice populations due to property value changes are possible, but are too uncertain to predict precisely. Numerous factors other than transit contribute to changes in housing prices, such as the state of the national and regional economy, changes in income, inflation, tax policy and many other factors.
145-4	Norman Orral	Additionally, it is my understanding that engines that currently idle overnight at this location during the winter months will no longer do so. Will this be an improvement to air quality for this environmental justice area as well as the entire neighborhood?	The layover facility at Middleborough will be replaced with two new layover facilities at the new termini in Fall River and New Bedford. The new facilities will be equipped with plug-in equipment for the diesel locomotives to minimize engine idling and conform with MBTA practices and Massachusetts law.
145-5	Norman Orral	I recommend further mitigation for the relocated train station in the form of addition grants to Lakeville and Middleborough to study and plan for the economic impacts and a positive economic boost with the change in location of the station.	MassDOT will continue to work with municipalities to identify grant opportunities and technical assistance to fund planning in conjunction with the new service implementation.
145-6	Norman Orral	In addition, the existing Lakeville Station is proposed to have less use with this Phase 1. I recommend that all excess land that is currently existing parking lots be made available for development. These parking lots should not be left unused.	MassDOT will continue to work with Lakeville representatives to determine the future use of Middleborough/Lakeville Station. Please see Chapter 2, Section 2.3.2, for an additional analysis of Middleborough station siting options.
146-1	Joseph Pacheco	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your comment.
146-2	Joseph Pacheco	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
147-1	Jeanne Padilla	I am writing to urge you to proceed with the rail from Fall River to Boston. This project is necessary to the growth of our region.	MassDOT thanks you for your comment.
148-1	Larry Pare	We really need this to happen. It will help us in many ways. Please lets make this happen.	MassDOT thanks you for your comment.
149-1	Lawrence Wilson Jr.	Partner's Insurance Group would like to express its support of the two phase approach to South Coast Rail.	MassDOT thanks you for your comment.
150-1	Judy Perry	I urge all those involved to move forward, finally complete phase 1 of the SouthCoast Rail Project by 2022 and make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
151-1	Richard Prone	If the Braintree-Boston segment is not double tracked, cascading delays could degrade overall on time performance if a SCR train does not leave Middleboro on time. I would recommend a 3-4 minute station stop at Middleboro for inbound trains to ensure keeping the under- one-hour benchmark existing schedules on the Old Colony and Greenbush lines.	While the Commuter rail lines along the Old Colony Route, including the Middleborough Mail Line, have capacity constraints that stem from pinch points closer to the City, the Phase 1 Option will provide at least 3 peak period daily trips to the South Coast Region until the implementation of the Full Build. MassDOT is continually working with MBTA Railroad Operations to refine the schedule.



Comment #	Commenter	Comment	Response
151-2	Richard Prone	Install at least 45 mph switches at Cotley Jct. and Myricks to save time. Low-speed switches at these locations will add at least seven minutes to the schedule.	The designs for Cotley and Myricks include No. 20 switches, which allow for increased speeds.
151-3	Richard Prone	Also, if the Union Street (Rte. 139) crossing at Holbrook/Randolph is grade-separated, it will save 3.5 minutes northbound, plus tens of thousands of dollars per year in wheel damage caused by three cab signal step-downs approaching CP Union.	Improvements to the existing Old Colony lines are outside the scope of this project.
151-4	Richard Prone	Additionally, if the 15 mph switch at Green Interlocking is upgraded to 30 mph, it will allow Greenbush trains to save a few minutes each way entering and exiting the branch. This will allow more fluidity for train dispatchers to manage traffic on the mainline, while improving trip time on the Greenbush line. Jim Eng, then-project manager on the GB line, said this would be possible when the Elm Street overhead bridge is upgraded.	Improvements to the existing Old Colony lines are outside the scope of this project.
151-5	Richard Prone	Rumors abound that the T may trade in their new Motive Power Industry diesel locomotives for new Siemens Charger passenger locomotives. I heartily endorse this initiative. The Siemens Charger is a proven, high-horsepower diesel passenger locomotive capable of pulling ten-car passenger trains at speeds over 100 mph. They also have a Tier 4 environmental rating, which would improve air quality overall.	MassDOT thanks you for your comment. As part of the future fleet programming, MassDOT will be phasing out older locomotives and phasing in cleaner diesel engines.
151-6	Richard Prone	I heartily endorse MassDOT's initiative to operate New Bedford-Fall River trains via the Middleboro line, as long as it does not degrade the on time, under one-hour schedules of the Kingston/Plymouth and Greenbush lines. Much of the Middleboro line south of Braintree would be suitable for 80 mph speeds, along with long sections of the Middleboro secondary track and New Bedford/Fall River lines. As long as the trains offer quality, on time service with affordable fares for both regular commuters and families alike, this long overdue project will be successful from the start.	MassDOT thanks you for your comment.
152-1	Becky Pulley	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your comment.
153-1	William Reidy	The impact on the constrained Old Colony Main Line between Braintree and South Bay in Boston;	The Phase 1 service will provide at least 3 peak period daily trips to the South Coast Region until the implementation of the Full Build. This service will be achieved by extending the Middleborough Commuter Rail line, and utilizing only one new train set to achieve the service. This can be achieved within the constraints on the lines that exist today.
153-2	William Reidy	The removal of daily rail service to the existing Middleborough/Lakeville commuter rail station;	MassDOT will continue to work with Lakeville representatives to determine the future use of Middleborough/Lakeville Station. As stated in the DSEIR, the station can stay open for Cape Service or be closed to allow for additional development on this parcel. Shuttle service will provide a connection to the new station for all TOD riders alighting from the existing Middleborough/Lakeville station.

Comment #	Commenter	Comment	Response
153-3	William Reidy	The impact on prospects for commuter rail service for Wareham and Buzzards Bay.	The ridership study does not offer projections for potential future Cape service because the DSEIR considers Phase I service only. Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line does not impair current service or preclude future increases in service to Cape Cod. As part of a separate study, increased service to Cape Cod will be studied and modeled from operations and infrastructure perspectives to determine demand and frequency of service.
153-4	William Reidy	Beyond the South Coast, the entire South Shore and southeastern Massachusetts region is affected by the existing constraints of the Old Colony Main. The limited rail schedule restricts lower income residents from participating in the job boom in Boston, particularly the Seaport district, or educational opportunities. The proposed Phase 1 service further restricts transportation opportunities for the Environmental Justice communities in the South Shore and southeastern Massachusetts region. The Commonwealth should be legally bound to complete the full build option via Stoughton if SCR Phase 1 is approved.	The Phase 1 service will provide at least 3 peak period daily trips to the South Coast Region until the implementation of the Full Build. This service will be achieved by extending the Middleborough Commuter Rail line, and utilizing only one new train set to achieve the service. This can be achieved within the constraints on the lines that exist today.
153-5	William Reidy	If promoting transit-oriented development is a stated goal of the Commonwealth and the MBTA, how can rail service be reasonably withdrawn from this station? At the very minimum, a rail shuttle should be required between this station and the optional Cape service platform at the proposed Pilgrim Junction station. While still a major reduction in service for Middleborough/Lakeville, a rail shuttle at least provides a much more direct and faster connection to Pilgrim Junction. A rail shuttle also avoids additional traffic on congested Route 105.	MassDOT thanks you for your support. A rail shuttle between the existing station in Lakeville and the proposed station at Pilgrim Junction was studied as part of the Phase 1 alternatives analysis. The number of passengers alighting by foot at the station was found to be so low as not to warrant a rail shuttle. This service will be accomplished by a bus shuttle to the new station approximately 3/4 mile away.
153-6	William Reidy	As previously discussed, SCR Phase 1 should be required to include a rail shuttle for the existing Middleborough/Lakeville station to Pilgrim Junction. Strong consideration should be given to extending that shuttle down to Buzzards Bay village, using the existing route of the summertime CapeFLYER, and possibly the CapeFLYER stations of Wareham Village and Buzzards Bay, as mitigation for local residents who currently use Middleborough/Lakeville.	MassDOT thanks you for your support. An analysis of extended service along the Middleborough Main Line is outside the scope of this project. Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line does not impair current service or preclude future increases in service to Cape Cod. As part of a separate study, increased service to Cape Cod will be studied and modeled from operations and infrastructure perspectives to determine demand and frequency of service.
154-1	Deven Robitaille	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
155-1	Dr. Tridib Roy	This is depriving them of the greatest of economic development opportunity, keeping them languishing in the lowest financial rung of the state. Very sad and unfortunate! Time to act on the previous recommendations and give them something concrete even less than perfect. Much more preferable than these Useless studies again and again without acting on them!	MassDOT thanks you for your comment.
156-1	Dawn Rusin	I respectfully urge you to complete phase 1 of the project by its intended date of 2022	MassDOT thanks you for your comment.
157-1	Steven Russo	Plymouth Investment Advisors is a strong advocate of the South Coast Rail project. The communities of Fall River and New Bedford are poised to leverage this investment in commuter transit service. The economic, environmental, and social benefits of a two phase South Coast Rail project are clearly in the best interest of the region and the state.	MassDOT thanks you for your comment.

Comment #	Commenter	Comment	Response
158-1	Cathleen Salley	Harm in the form of auto accidents.	As described in DSEIR Chapter 5, Section 5.5.5, the assessment of potential traffic and safety impacts at the proposed public grade crossings indicates that each location will be suitable for public use equipped with a combination of new, state of the art, Automatic Highway Crossing Warning (AHCW) systems and minor geometric modifications. Section 5.2.1 notes locations identified as high crash locations by the state will be further evaluated to determine whether Roadway Safety Audits (RSAs) are required as part of the Project. RSAs are a formal safety examination of existing roadways or intersections to identify potential safety issues and possible opportunities for safety improvements.
158-2	Cathleen Salley	Harm in form of contaminated water.	Because the Pilgrim Junction Station is within Zone II of a municipal groundwater well, stormwater runoff will be treated so that at least 44 percent of total suspended solids are removed prior to discharge to an infiltration structure and the infiltration. Best Management Practices (BMPs) will be sized to maximize infiltration. Details of the requirements and proposed stormwater BMPs are described in the DSEIR Chapter 8, Section 8.4.4.3.
158-3	Cathleen Salley	Harm because local community access to parking is being removed.	As described in DSEIR Chapter 5, Section 5.5, based on the projected daily park & ride (PNR) ridership, the parking supply at Pilgrim Junction Station will be sufficient to meet the peak parking demand under Phase 1 and Full Build operations, which are 453 and 483 daily parkers, respectively. The existing Middleborough/Lakeville station, which currently provides commuter rail parking for many riders originating from destinations to the south, could remain open to serve the Cape Flyer, and a bus or van shuttle would provide service to the new Pilgrim Junction Station. Additional transit-oriented development could also be developed at the existing station.
158-4	Cathleen Salley	Harm because Transit Oriented Development at Pilgrim station will never happen.	The Phase 1 preferred alternative will relocate the existing Middleborough/Lakeville station to Pilgrim Junction with the potential to shuttle the existing TOD riders (approximately 15-20 per day) to the new station. Other existing Middleborough/Lakeville riders will be able to drive to the new station at Pilgrim Junction, which is located close to the existing station with similar highway access. The new Middleborough station is described in Section 2.3.2.
158-5	Cathleen Salley	Middleboro will receive no economic benefit from a station at Pilgrim Junction.	The Pilgrim Junction site was selected as the preferred station location because it minimizes environmental impacts, reduces travel times, and provides the most benefits to the Phase 1 operations. MassDOT will continue to work with local officials as design advances.
158-6	Cathleen Salley	Your report admits that the intersection of RT105 and RT28 has a vehicle crash rate that is 3.6% higher than the statewide accident rate. The entrance for the proposed Pilgrim Station is approximately only 1000ft away from the intersection of RT105 and RT28.	As explained in DSEIR Chapter 5, Section 5.3.2, the current crash rate at the intersection South Main Street (Route 105) at W. Grove Street (Route 28) exceeds the statewide average. A separate, more comprehensive crash analysis was completed for this location in accordance with MassDOT's Road Safety Audit (RSA) guidelines. It was determined that an RSA is required in Middleborough, separate from the SCR proposed improvements, and will be undertaken by MassDOT. The RSA site investigation commenced in March of 2018. The recommended measures to improve safety at this location, when developed and approved, will be incorporated into the Phase 1 project.

Comment #	Commenter	Comment	Response
158-7	Cathleen Salley	The same high traffic at RT105 and RT28 exists at the proposed entrance to Pilgrim Station. In between the proposed entrance and the intersection of RT105 and RT28 are three side streets and numerous businesses. Vehicles exiting East Clark Street that are taking a left on to RT105 South to get on RT495 are fighting against vehicles exiting RT495 North. Vehicles exiting the Cumberland Farms gas station south on RT105 have the same problem. These side streets and businesses cause vehicle activity in both directions that occurs within 1000 feet of the RT28 and RT105 dangerous intersection.	As explained in DSEIR Chapter 5, Section 5.3.2, the current crash rate at the intersection South Main Street (Route 105) at W. Grove Street (Route 28) exceeds the statewide average. A separate, more comprehensive crash analysis was completed for this location in accordance with MassDOT's Road Safety Audit (RSA) guidelines. It was determined that an RSA is required in Middleborough, separate from the SCR proposed improvements, and will be undertaken by MassDOT. The RSA site investigation commenced in March of 2018. The recommended measures to improve safety at this location, when developed and approved, will be incorporated into the Phase 1 project.
158-8	Cathleen Salley	Also, your map of the area incorrectly shows a signal light at West Clark Street.	While the figure identifies the intersection incorrectly, the analysis correctly accounts for the locations of traffic signals.
158-9	Cathleen Salley	Your report also states during the afternoon peak hour, two of the four study area intersections operate at a deficient level of service. You also project an 8% traffic growth rate. The intersection of RT105 and RT28 is number 121 on the states list of the 200 worse intersections and you project it is going to get worse with time. Adding a train station entrance in a very busy area within 1000 feet from this intersection will cause more accidents. Also you stated a traffic study was done then admitted a study was not done. How can you make an informed decision without a reasonable study?	As explained in DSEIR Chapter 5, Section 5.3.2, the current crash rate at the intersection South Main Street (Route 105) at W. Grove Street (Route 28) exceeds the statewide average. A separate, more comprehensive crash analysis was completed for this location in accordance with MassDOT's Road Safety Audit (RSA) guidelines. It was determined that an RSA is required in Middleborough, separate from the SCR proposed improvements, and will be undertaken by MassDOT. The RSA site investigation commenced in March of 2018. The recommended measures to improve safety at this location, when developed and approved, will be incorporated into the Phase 1 project.
158-10	Cathleen Salley	Your own report states that criteria used to choose a station must include that the station will provide sufficient parking to accommodate ridership demand. Per your report there are only 501 parking spaces that include 18 accessible parking spaces. That brings standard spaces to 483 parking spaces. Your report also states there will be up to 483 daily park and ride commuters. Isn't that math convenient? The projected Pilgrim Station ridership is equal to the available parking spaces. This data cannot be trusted. That is not sufficient parking and it fails to meet your own criteria. The existing Middleboro/Lakeville Station has station has 769 parking spaces.	Parking at each station is being designed to avoid altering previously undisturbed land, reduce the amount of impervious coverage to the extent practicable, and provide the appropriate number of spaces to support projected Full Build ridership. As described in DSEIR chapter 5, Section 5.5, based on the projected daily park & ride (PNR) ridership, the parking supply at Pilgrim Junction Station will be sufficient to meet the peak parking demand under Phase 1 and Full Build operations, which are 453 and 483 daily parkers, respectively.
158-11	Cathleen Salley	The location of the proposed Pilgrim Station in Middleboro is within a WRPD maximum impervious zone. That is a water resource protection district. This designation is to protect our town well and water supply. There should be no construction there. Construction of Pilgrim Station in Middleboro will put my town's water supply at risk for contamination. This brings additional harm to my community.	Because the Pilgrim Junction Station is within Zone II of a municipal groundwater well, stormwater runoff will be treated so that at least 44 percent of total suspended solids are removed prior to discharge to an infiltration structure and the infiltration. Best Management Practices (BMPs) will be sized to maximize infiltration. Details of the requirements and proposed stormwater BMPs are described in the DSEIR Chapter 8, Section 8.4.4.3.
158-12	Cathleen Salley	As a commuter I am concerned how this will effect my already sub par service. I am concerned how this will impact the entire Old Colony Line. How will this work with the single stretch of track called Savin Hill. All three Old Colony lines share this single track. I get caught up at this Savin Hill pinch on a regular basis both going to and coming from Boston. When one of the three Old Colony lines is off schedule it effects service on the entire Old Colony line.	While the Commuter rail lines along the Old Colony Route, including the Middleborough Mail Line, have capacity constraints that stem from pinch points closer to the City, the Phase 1 service will provide at least three peak period daily trips to the South Coast Region until the implementation of the Full Build. This service will be achieved by extending the Middleborough Commuter Rail line, and utilizing only one new train set to achieve the service. This can be achieved within the constraints on the lines that exist today.
158-13	Cathleen Salley	It will provide inferior service to the South Coast and "deteriorate service" on the existing Old Colony lines. What specifically has changed that makes the Middleboro/Lakeville option attractive now?	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of Middleborough Secondary as a Phase 1 service is not an alternative to the Full Build. The design and permitting for the Full Build are advancing and will continue to advance as Phase 1 construction gets underway.

Comment #	Commenter	Comment	Response
158-14	Cathleen Salley	Expanding services to the SCR will exasperate the existing barriers you already have to provide service to the Old Colony lines. These existing barriers will prevent Cape service from ever expanding. This will also kill the very popular and profitable Cape Flyer Service.	Phase 1 has been designed to ensure that new project elements and extended service on the Middleborough Line do not impair current service or preclude future increases in service to Cape Cod. The Phase 1 Service is an extension of the existing commuter rail service and will utilize trains that run on the Middleborough Commuter Rail alignment today and run them to Fall River and New Bedford. This will not interfere with the weekend Cape Flyer Service that uses the Middleborough Main Line today. Any increase in service to Cape Cod to allow for daily commuter rail service would need to be accommodated on the same trains that run on this line today. Service could be accommodated through a cross platform transfer at Pilgrim Junction. Increased service to Cape Cod will be studied and modeled from an operations and infrastructure perspective to determine demand and frequency of service.
158-15	Cathleen Salley	The cost of building the SCR Phase 1 is an egregious amount of wasteful spending on the backs of all Massachusetts's residents. A projected cost of \$935Mil for a projected 1610 new commuters comes out to \$580K per person.	By phasing service, the SCR Program will construct elements of the Full Build in the Southern Triangle at an earlier date than in a non-phased program, which will result in escalation savings of approximately \$152.90 million – in comparison, the elements of Phase 1 that are not included in the Full Build service (but will result in freight improvements and resiliency in the event of service disruptions) will cost approximately \$124.84 million. Phase 1 will construct the Southern Triangle, an essential element of the Full-Build, and result in inflation cost savings. It is not a further cost increase. For the analysis of the costs associated with the Project are described in Chapter 2, Section 2.3.9.
158-16	Cathleen Salley	Where I have found other very creative mathematical coincidences in the report I do not trust that there will even be 1610 new Commuter Rail riders.	As described in DSEIR Chapter 2, Section 2.7.1, consistent with the approach taken in the FEIS/FEIR, ridership was modeled for the Phase 1 service using a travel demand model developed by the Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization (MPO). The CTPS model uses a process consistent with that of other major transportation projects in eastern Massachusetts. The CTPS regional model and its underlying assumptions are subject to review and approval by the Federal Highway Administration and Federal Transit Administration because the model is used to develop the regional emissions estimates used for transportation conformity determinations on the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). Appendix A describes details about the ridership analysis, including model basis, inputs, and results.
158-17	Cathleen Salley	I and many others don't believe you will ever build Phase 2.	The Administration is committed to advancing the design and permitting of the Full Build Project. The use of Middleborough Secondary as a Phase 1 service is not an alternative to the Full Build. The design and permitting for the Full Build are advancing and will continue to advance as Phase 1 construction gets underway.
159-1	Nona Sbordone	For too long the residents of Southeastern Massachusetts have been without passenger rail service to Boston. I urge you to complete phase 1 of the project by its intended date of 2022.	MassDOT thanks you for your comment.



Comment #	Commenter	Comment	Response
160-1	Sheryl Sears	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
161-1	George Seaver	After 3 years of "reform", the MBTA has a deficit of \$111,000,000, will require a fare increase, and, of great importance to Bourne residents, will require an increase in the assessments to participating towns. This mode of operation has been occurring for many decades, and there is no reason to think it will change; the finances and reliability of service will continue to decline.	MassDOT and the MBTA are preparing a financing and operations plan that will be presented to the Fiscal Management and Control Board.
162-1	Jody Seivert	I urge you to support and pass the legislation needed to bring South Coast Rail to this region. In addition to bringing access to Boston jobs, education, healthcare and entertainment, it also brings affordable housing and the creative coastal community in New Bedford to aspiring professional and trades people who have been forced out of the Boston housing market due to pricing and availability.	MassDOT thanks you for your comment.
163-1	Cindy Senra	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
164-1	Alexander Silva	People in this corner of the state not only need, but deserve this service. Please do everything you can to make it a reality.	MassDOT thanks you for your comment.
165-1	Ken Silva	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
166-1	David Slutz	The right-away's are already in place and the plans dawn up and while I am simplifying a complicated project there is no reason we can have people on the train by 2022 or sooner - I strongly urge you to make this happen.	MassDOT thanks you for your comment.
167-1	Ann Soares	This is such an important project for the south coast and the environment. I look forward to the completion and happy people who will benefit from a commuter train.	MassDOT thanks you for your comment.
168-1	Maggie Tomkiewicz	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
169-1	Erik Tracey	This train route would certainly take a major amount of vehicles off the road!	MassDOT thanks you for your comment.
170-1	Robert Tremouille	Designate the part of Route 28 which passes over the proposed Middleborough train platforms as the Main Entrance to Middleborough Station.	MassDOT will work with the town of Middleborough to investigate whether a new roadway to the station from Route 28 would be beneficial and practicable.
170-2	Robert Tremouille	Consider the use of the existing roadway from Route 28 to MassDOT property for parking access.	MassDOT will work with the town of Middleborough to investigate whether a new roadway to the station from Route 28 would be beneficial and practicable.
170-3	Robert Tremouille	Obtain added parking as necessary from the former car dealership through which MassDOT is currently proposing vehicle access to the parking at the station.	Parking at each station is being designed to avoid altering previously undisturbed land, reduce the amount of impervious coverage to the extent practicable, and provide the appropriate number of spaces to support projected Full Build ridership. As described in DSEIR chapter 5, Section 5.5, based on the projected daily park & ride (PNR) ridership, the parking supply at Pilgrim Junction Station will be sufficient to meet the peak parking demand under Phase 1 and Full Build operations, which are 453 and 483 daily parkers, respectively.

Comment #	Commenter	Comment	Response
170-4	Robert Tremouille	Sell the existing parking at Middleborough/Lakeville Station for housing use.	MassDOT thanks you for your comment.
170-5	Robert Tremouille	Provide access for the house in the area of the current station to get to the new station.	MassDOT thanks you for your comment.
171-1	John Vaughn	Better access to higher earning wages, better access to universities, better access to medical specialists and more opportunity for travel and tourism are all of the reasons that we need to see phase 1 of the SouthCoast Rail Project completed by 2022. I urge all involved to make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
172-1	Nathan Vaughn	I have been a South Coast resident my entire life and I am writing to express my support and hope that South Coast Rail will finally become reality for a region too long left behind from economic prosperity.	MassDOT thanks you for your comment.
173-1	Norman Viera	My concerns are the home is nearly 100 years old added stress such as ground vibration noise decibels increasing rail line activity such as the loud horns used when crossing and a increase of traffic will there be an increase in crime and will property value suffer with that said the other concern is behind the house the wetland and trees which provide a canopy also any changes to the land drainage that could go badly or could greatly improve things .	As described in Chapter 10 of the DSEIR, an option for reducing train horn noise impacts under FRA regulations (49 CFR Parts 222 and 229) would be for the City to establish "quiet zones" at grade crossings. Drainage along the right-of-way will be improved as part of the track upgrades. Wetland impacts will be minimized to the maximum extent practicable and permitted pursuant to the Wetlands Protection Act.
174-1	Gloria Vincent	Please make use of the existing, in use track,which currently runs up to Middleboro, MA. I am in support of the South Coast rail service.Please move this project forward. This will alleviate air pollution as it will take many vehicles from the road, create jobs and encourage tourism.	MassDOT thanks you for your comment.
175-1	Steve Voluckas	The DSEIR under consideration includes the Pilgrim Junction Station concept, yet totally ignores the need and economic benefit of including service to/from Providence and TF Green Airport as part of SEMRail, and the benefits of using the ATB secondary.	Efforts such as the MBTA's Commuter Rail Vision Study, Focus40, and the Governor's Commission on the Future of Transportation in the Commonwealth include studies of additional regional rail service.
175-2	Steve Voluckas	My suggestions mainly focused on using the Attleboro ATB secondary which apparently had been discarded during the original SCR assessment.	As explained in DSEIR Chapter 2, Section 2.3.3, selecting the Attleboro Alternative for the Phase 1 service would not achieve the goal of Phase 1 to deliver commuter rail service to New Bedford and Fall River in a more timely manner than the Full Build because it would require significant infrastructure improvements. Additionally, this option is constrained by the congestion of the Northeast corridor, and would require a reverse move to achieve. Therefore, this option was dismissed from further consideration. Please see DEIS/DEIR Chapter 3 for a complete analysis of the Attleboro Alternatives.
175-3	Steve Voluckas	There was no response about PROVIDENCE SERVICE, nor any evaluation of economic of costs and benefits.	The stated purpose of the SCR Project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston and to enhance regional mobility while supporting smart growth planning and development strategies in the South Coast communities. Service to Providence falls outside of the Project Purpose. However, efforts including the MBTA's Commuter Rail Vision Study, Focus40, and the Governor's Commission on the Future of Transportation in the Commonwealth will assess additional regional rail service.
175-4	Steve Voluckas	There was no response to the suggestion of expanding SCR to include other SE Mass towns including Wareham, Buzzards Bay, and Cape Cod, even though there had been similar hearings during this SCR process. Again, no word as to why SEMR was not evaluated.	The stated purpose of the SCR Project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston and to enhance regional mobility while supporting smart growth planning and development strategies in the South Coast communities. Service to Wareham, Buzzards Bay, and Cape Cod falls outside of the Project Purpose. However, efforts including the MBTA's Commuter Rail Vision Study, Focus40, and the Governor's Commission on the Future of Transportation in the Commonwealth will include studies of additional regional rail service.

Comment #	Commenter	Comment	Response
175-5	Steve Voluckas	There was no response to returning TAUNTON as the rail hub/ center of SCR/SEMR, rather than bypassing it until the Stoughton Electric is built.	DSEIR Chapter 2, Section 2.4.3, describes the analysis of Cotley Junction Service Option 1, which included service to Taunton Station via a reverse move.
175-6	Steve Voluckas	Use of the ATTLEBORO SECONDARY response, cited the difficulties of providing service to Boston without major construction (additional tracks) along the NEC as the reason this option was discarded and given no further consideration. It does not examine the possibility of expanding rail service between Attleboro and Providence, and that except for a 4 mile section of only two tracks, most of the 11.5 mile distance currently has three or four tracks (NEC+ 1 or 2) and space where these tracks could be upgraded.	The stated purpose of the SCR Project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston and to enhance regional mobility while supporting smart growth planning and development strategies in the South Coast communities. MassDOT and the MBTA are preparing a financing and operations plan that will be presented to the Fiscal Management and Control Board.
176-1	Melanie Wallis	This service will not only help to make affordable housing more accessible to those in the Greater Boston Area, it will provide better access to higher paid employment, higher education, medical specialists, and more opportunity for travel and tourism for the residents of the South Coast. Please, we need to see phase 1 of the SouthCoast Rail Project completed by 2022. Please, make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
176-2	Melanie Wallis	Please, we need to see phase 1 of the South Coast Rail Project completed by 2022. Please, make this a reality for the residents of Southeastern Massachusetts.	MassDOT thanks you for your comment.
177-1	Joan Wickersham	I heartily support the decision to pursue the Middleborough route for South Coast Rail commuter (and also passenger!!) service.	MassDOT thanks you for your comment.
178-1	Marji Wyatt	The residents of Southeastern Massachusetts deserve commuter rail service to Boston. This service will help to bring affordable housing to the Greater Boston Area and additionally provide a host of economic opportunities to areas of the Southern triangle that have been promised rail service for so long.	MassDOT thanks you for your comment.
179-1	Stella Xifaras-Piva	Everyone I have talked too in our area supports this and has been looking forward to hearing about the rail	MassDOT thanks you for your comment.



This Page Intentionally Left Blank.