

## Summary

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

FRA created the High Speed Intercity Passenger Rail Program (HSIPR) to allocate funds to programs aimed at developing new high-speed or intercity passenger rail services or substantially upgrading existing corridor services. MassDOT secured a \$32,500,000 HSIPR grant in 2011 to complete state and federal environmental review and preliminary engineering for the South Station Expansion (SSX) project.

The Massachusetts Environmental Policy Act (MEPA) environmental review process for this project concluded with the issuance of a final Certificate on August 12, 2016, on the Final Environmental Impact Report (FEIR).

In order to use federal funding, the project also requires review under the National Environmental Policy Act (NEPA). This EA was prepared pursuant to the NEPA (42 United States Code [U.S.C.] 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508), FRA's *Procedures for Considering Environmental Impacts* (64 Federal Register [FR] 28545 [May 26, 1999] and 78 FR 2713 [January 14, 2013]), Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. 303), Section 106 of the National Historic Preservation Act (16 U.S.C. 470 [1966]), and Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (59 FR 7629 [February 16, 1994]). The USPS, the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and Amtrak were invited to participate in the review of this EA as Cooperating Agencies.

After circulation of this EA to agencies, project stakeholders, and individuals on the project distribution list, a 30-day public comment period will commence. FRA will issue a Final Section 4(f) Determination and, if appropriate, a Finding of No Significant Impact (FONSI) upon completion of the public review period. Public comments will be addressed in the NEPA decision document, a FONSI if appropriate.

This EA identifies a No Build Alternative and a Build Alternative; provides an assessment of effects (both positive and negative) on the natural and built environment for both the No Build Alternative and Build Alternative; identifies measures to avoid, minimize, or mitigate any negative effects; and includes the Section 4(f) analysis. A horizon year of 2035 and an approximate opening year of 2025 are used for analysis of the SSX project.

Historic South Station is a critical component of transportation infrastructure for the City of Boston and the Boston metropolitan area, and is the second busiest transportation center in New England, after Logan International Airport. As the northern terminus of the NEC, as currently defined by Amtrak, and the eastern terminus of Amtrak's Lake Shore Limited service, South Station Rail Terminal is the sixth busiest station in the national Amtrak system and the fourth busiest station on the NEC.<sup>1</sup> The MBTA manages and runs

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<sup>1</sup> Amtrak Media Relations. *National Fact Sheet Fiscal Year 2015*. February 2016.

the fifth largest commuter rail system in the nation, which terminates its south side services at South Station. The south side portion of the MBTA's commuter rail system that terminates at South Station serves central and southeastern Massachusetts. It also provides connections to the MBTA Red Line, the transit spine for communities north and south of downtown Boston; to Logan International Airport via the MBTA Silver Line; and to intra- and inter-city bus services via ten MBTA bus routes and several private bus companies operating out of the South Station Bus Terminal. Located in the heart of Boston's financial district, it provides access to the city for commuters, tourists, and residents. The South Station headhouse is listed on the National Register of Historic Places, and is Boston's first, and now only, remaining monumental public example of the Classical Revival Style.

## 1. Purpose and Need

There are three fundamental transportation deficiencies (system needs) that the project intends to address to improve both current and future railroad operations:

- **Terminal capacity constraints:** South Station today has fewer than half the original number of tracks that were available when the station first opened in 1899, but it continues to serve as the most heavily used passenger rail facility in New England.
- **Inadequate station facilities:** South Station's passenger facilities, including platforms, waiting areas, and customer support services, do not meet preferred standards for passenger transit facilities.
- **Insufficient layover space:** Additional midday vehicle layover capacity for the MBTA's south side commuter rail service area is needed to allow the commuter rail system to expand in the future.

As a result of these deficiencies, South Station is experiencing increased congestion, contributing to declining service reliability of intercity passenger and commuter rail operations, as well as lost opportunities for an expansion of existing passenger rail services and the addition of new services.

In order to address these system needs, the purpose of the SSX project is to expand South Station Rail Terminal capacity and related layover capacity to meet current and anticipated future (2035) high-speed, intercity, and commuter rail service needs to:

- Enable growth in passenger rail transportation along the NEC and within the Commonwealth of Massachusetts;
- Improve service reliability through updates to rail infrastructure and related layover capacity;
- Improve the passenger capacity and experience of using South Station;
- Promote city-building in a key area of Boston; and
- Allow for Dorchester Avenue to be reopened for public use and enjoyment for the first time in decades.

To evaluate the SSX project alternatives, MassDOT developed four measurable performance objectives for passenger rail operations in the 2035 horizon year. These are directly related to the SSX project purpose and need and include:

- Meeting 95% on-time performance (OTP) goals and minimizing delays;
- Providing sufficient track and platform capacity;

- Accommodating passenger service needs; and
- Providing adequate train layover capacity.

Additionally, MassDOT and FRA evaluated the SSX project alternatives relative to potential environmental impacts.

## 2. Proposed Action

The Proposed Action is the Build Alternative (see Section 3), which satisfies the project purpose and need by including the following: expand the South Station Rail Terminal, add new tracks and platforms, upgrade the station area at the existing South Station Transportation Center, and increase capacity at two layover facilities,<sup>2</sup> Widett Circle and expanded Readville – Yard 2. Figures S-1, S-2, S-3, and S-4 depict the Proposed Action. Project components (in order of the proposed construction sequence) include:

- **Acquire and Demolish the United States Postal Service (USPS) Facility:** Includes acquiring the USPS property and demolishing the USPS General Mail Facility (GMF) located on Dorchester Avenue adjacent to South Station, which would provide an approximately 14-acre site on which to expand South Station.
- **Reopen Dorchester Avenue and Extend the Harborwalk:** Restores approximately 0.5 miles of Dorchester Avenue (which is currently closed off for USPS operations only) for public use and for station access, reconnecting Summer Street to the South Boston area. Includes landscaping and improved pedestrian and cycling connections and facilities, including adjacent sidewalks and crosswalks, and construction of a 0.5-mile extension of the Harborwalk.
- **Expand the South Station Terminal:** Includes adding seven new tracks and four platforms for a total of 20 tracks and 11 platforms; reconfiguring several existing tracks and platforms; upgrading existing rail infrastructure, including interlockings; adding an expanded headhouse; and adding a mid-platform elevated concourse.
- **Construct Rail Layover Facilities:** Provides layover space by constructing a new facility at Widett Circle and expanding the existing Readville – Yard 2 MBTA layover facility to meet layover facility program needs and operational requirements.

In consultation with the City of Boston, MassDOT selected a Build Alternative that does not include joint development, thereby eliminating the environmental impacts of the project associated with those development scenarios. The design of the expanded headhouse and Terminal will not preclude, and to the extent practicable, will support private transit-oriented development in the future. MassDOT continues to be committed to working with the City of Boston, interested stakeholders, and the general public to ultimately realize a vision of an expanded South Station integrated with transit-oriented development that contributes to a vibrant Downtown Boston with private development and non-transportation uses. However, with the City of Boston currently engaged in the Imagine Boston<sup>3</sup> planning process, it would be premature to speculate on the development component of South Station at this time.

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<sup>2</sup> Beacon Park Yard (BPY) in Allston, previously identified as a third layover facility alternative in the Draft Environmental Impact Report (DEIR), is now subject to environmental review as part of the I-90 Allston Interchange Improvement project (I-90 project) (Executive Office of Energy and Environmental Affairs (EEA No. 15278). The I-90 project is further refining the concept design and environmental evaluation of BPY, which is occurring concurrently with the SSX project.

<sup>3</sup> Imagine Boston will be Boston's first citywide plan in 50 years. The planning process began in 2015 and is anticipated to be completed in 2017.

### 3. Alternatives

In order to develop alternatives that could address the project purpose and need, MassDOT and FRA (sometimes referred to as the Project Team) divided the Proposed Action into five major elements, and established a separate alternatives analysis process for each of those elements:

- Station headhouse;
- Rail;
- Layover;
- Joint development;<sup>4</sup> and
- Roadway.

The Project Team developed a separate set of alternatives for each of these five elements and conducted a screening process for each set of alternatives, dismissing those alternatives that were not feasible, and identifying those alternatives that would best meet the goals of the project, while being compatible with other project elements. The alternatives evaluation for each set of element alternatives was conducted using criteria and principles specific to that element. The alternative identified for each project element that was determined to best meet the needs of the project was incorporated into a single Project Build Alternative, which was then advanced for full environmental evaluation in this EA (see Section 2).

Below is a brief description of the alternatives considered for each project element during the alternatives analysis process:

- **Station Headhouse Alternatives: Conceptual design** – MassDOT established a series of design principles for the South Station headhouse expansion, addressing planning and urban design, station architecture, access and connectivity, and historic preservation. Initial unconstrained concepts included expanding the South Station footprint to include the USPS facility site and 245 Summer Street, as well as relocating or altering the South Station Air Rights (SSAR) project<sup>5</sup>. The station design alternative selected to be part of the Build Alternative includes an expanded headhouse located along Dorchester Avenue, comprised of a new trackhead concourse, a new elevated concourse, and emergency egress elements. The headhouse alternative chosen as part of the Build Alternative will accommodate the projected 2035 growth in local and regional travel through South Station.
- **Rail Alternatives: Track configuration and platform** – Under previous efforts, MassDOT considered both 19- and 20-track configurations for an expanded South Station Terminal. Simulation tests showed that 20 station tracks represent the optimal number for an expanded station.<sup>6</sup> As part of the SSX project, MassDOT further considered four unconstrained and four

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<sup>4</sup> Joint development is considered to be non-transportation related development located in the remainder of the land acquired from the USPS that would not be occupied by the transportation infrastructure proposed as part of the SSX project. The program or type of development was not specified as part of the SSX project.

<sup>5</sup> Prior to the expansion of South Station, MassDOT anticipates that the site will include the planned South Station Air Rights (SSAR) project, consisting of approximately 1.8 million square feet of mixed-use development to be located directly above the railroad tracks and the existing South Station headhouse. The SSAR project would also include expansion of the existing Bus Terminal towards the existing headhouse. The SSAR project was reviewed by the Massachusetts Secretary of the Executive Office of Energy and Environmental Affairs (EEA) in 2006. Although it has not yet begun construction, the SSX project assumes the SSAR project as an existing condition and as part of the SSX project's No Build Alternative. Coordination between MassDOT and the SSAR project proponent will continue as engineering and design of each project advances. Construction of the SSAR project is anticipated to commence in 2017.

<sup>6</sup> Massachusetts Department of Transportation. *Boston South Station HSIPR Expansion Project, Technical Memorandum: Network Simulation Analysis of Proposed 2030 MBTA/Amtrak Operations at South Station. Final Report.* August 1, 2010.  
[http://www.massdot.state.ma.us/Portals/25/Docs/FRA\\_HSIPR/Appendix\\_A1.pdf](http://www.massdot.state.ma.us/Portals/25/Docs/FRA_HSIPR/Appendix_A1.pdf).

constrained Terminal track configuration rail alternatives, advancing two of the latter through an initial screening analysis. The two constrained alternatives were similar within the Terminal track area and differed mostly at the Tower 1 Interlocking. A further screening analysis resulted in the selection of constrained Rail Alternative 3 as the preferred alternative to advance as part of the Build Alternative. This alternative accommodates the projected rail service forecasts for 2035, minimizes disruptions to existing operations, and minimizes the level of reconstruction of the existing infrastructure within the Terminal.

- **Layover Alternatives: Layover facilities** – MassDOT conducted a comprehensive alternatives analysis to identify potential locations to meet midday layover needs for the MBTA’s south side commuter rail services. MassDOT identified and evaluated 28 alternatives in a tiered screening process. MassDOT determined that scenarios that maximized the use of the Widett Circle and Beacon Park Yard (BPY) sites, in combination with additional capacity at the MBTA’s existing Readville – Yard 2 facility, would provide the greatest capacity and operational flexibility when compared to other options.<sup>7</sup> All three sites are critical to addressing the short-term and long-term midday layover needs. As part of the Build Alternative, MassDOT selected Widett Circle and expanded Readville – Yard 2 to advance as part of the Build Alternative examined in this EA for consideration of additional layover capacity to support future expansion of the Terminal; MassDOT will consider design alternatives for a reconfigured and expanded layover space at BPY in the I-90 Allston Interchange Modification project (I-90 project) MEPA and NEPA processes.<sup>8</sup> As part of the I-90 project, adjustments to the I-90 interchange would likely require reconfiguration of the Beacon Park Yard layover area. MassDOT’s decision to separate the BPY layover site from the SSX project and include it in the I-90 project was done both to provide a more focused discussion of impacts in the affected community surrounding BPY and because the I-90 project, including the construction of the BPY layover facility, is expected to advance to construction prior to South Station. Although the NEPA class of action has not been formally identified, MassDOT anticipates that the I-90 project, including BPY, will be reviewed as an EA and will include involvement from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
- **Joint Development Alternatives** – MassDOT also considered various joint development scenarios for South Station. Although MassDOT did not select a Build Alternative with joint development, the design of the expanded headhouse and Terminal will not preclude, and to the extent practicable, will support private transit-oriented development in the future.
- **Roadway Alternatives** – MassDOT analyzed two roadway alternatives, both of which included the restoration of Dorchester Avenue, its connection to Summer Street, landscaping, and improved pedestrian and cycling connections and facilities. The first alternative included a 100-foot wide cross section, while the second included an 80-foot wide cross section. MassDOT selected the 100-foot wide cross section for further evaluation as part of the Build Alternative.

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<sup>7</sup> A detailed layover facility site alternatives analysis is included in Appendix C of the Massachusetts Department of Transportation, South Station Expansion, *Environmental Notification Form*, March 2013.

<sup>8</sup> The I-90 Allston Interchange Improvement Project (I-90 project) site includes the I-90 interchange, land owned by Harvard University, former CSX rail yard, and an intermodal terminal known as Beacon Park Yard, as well as the MBTA’s Framingham/Worcester branch of the MBTA’s commuter rail line.

Thus, the Build Alternative includes the following: expand the South Station Rail Terminal, add new tracks and platforms, upgrade the station area at the existing South Station Transportation Center, and increase capacity at two layover facilities,<sup>9</sup> Widett Circle and expanded Readville – Yard 2. As mentioned in Section 2, the Build Alternative is the Proposed Action, and is depicted in Figures S-1, S-2, S-3, and S-4.

NEPA regulations require that the lead federal agency also define a No Action Alternative, or the conditions that will exist in an analysis year if a proposed action is not implemented. Under NEPA, the No Action Alternative is sometimes referred to as the No Build Alternative. Thus, this EA also considers a No Build Alternative, consisting of the existing transportation facilities and services and all future committed transportation improvement projects in the vicinity of South Station. It represents the base condition against which the Build Alternative is measured. In the No Build Alternative, South Station would remain as it currently exists, with 13 tracks and eight platforms. With the exception of activities conducted as part of the MBTA's State of Good Repair (SGR) program, the Terminal operations, including Tower 1 and the approach interlocking configuration, would remain as they currently exist. Prior to the expansion of South Station, it is anticipated that the site will include the planned SSAR project, consisting of approximately 1.8 million sf of mixed-use development to be located directly above the railroad tracks at the existing South Station headhouse. The SSAR project will also include expansion of the existing Bus Terminal towards the existing headhouse. The SSAR project was approved by the Secretary of EEA in 2006<sup>10</sup> and filed a Notice of Project Change in 2016<sup>11</sup>; however, it has not yet begun construction. Nonetheless, for environmental review of the SSX project, the SSAR project is assumed to be built for the future year analysis, and is part of the SSX project's No Build Alternative.

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<sup>9</sup> Beacon Park Yard (BPY) in Allston, previously identified as a third layover facility alternative in the Draft Environmental Impact Report (DEIR), is now subject to environmental review as part of the I-90 project (Executive Office of Energy and Environmental Affairs (EEA No. 15278). The I-90 project is further refining the concept design and environmental evaluation of BPY, which is occurring concurrently with the SSX project.

<sup>10</sup> The South Station Air Rights (SSAR) project was approved by the Secretary of the Executive Office of Energy and Environmental Affairs (EEA) in 2006 (EEA No. 3205/9131).

<sup>11</sup> The SSAR project filed a Notice of Project Change with the Boston Redevelopment Authority (BRA), now Boston Planning and Development Agency (BPDA), on July 29, 2016. <http://www.bostonplans.org/getattachment/147f7f58-dd54-4702-8659-ce81707bfc35>

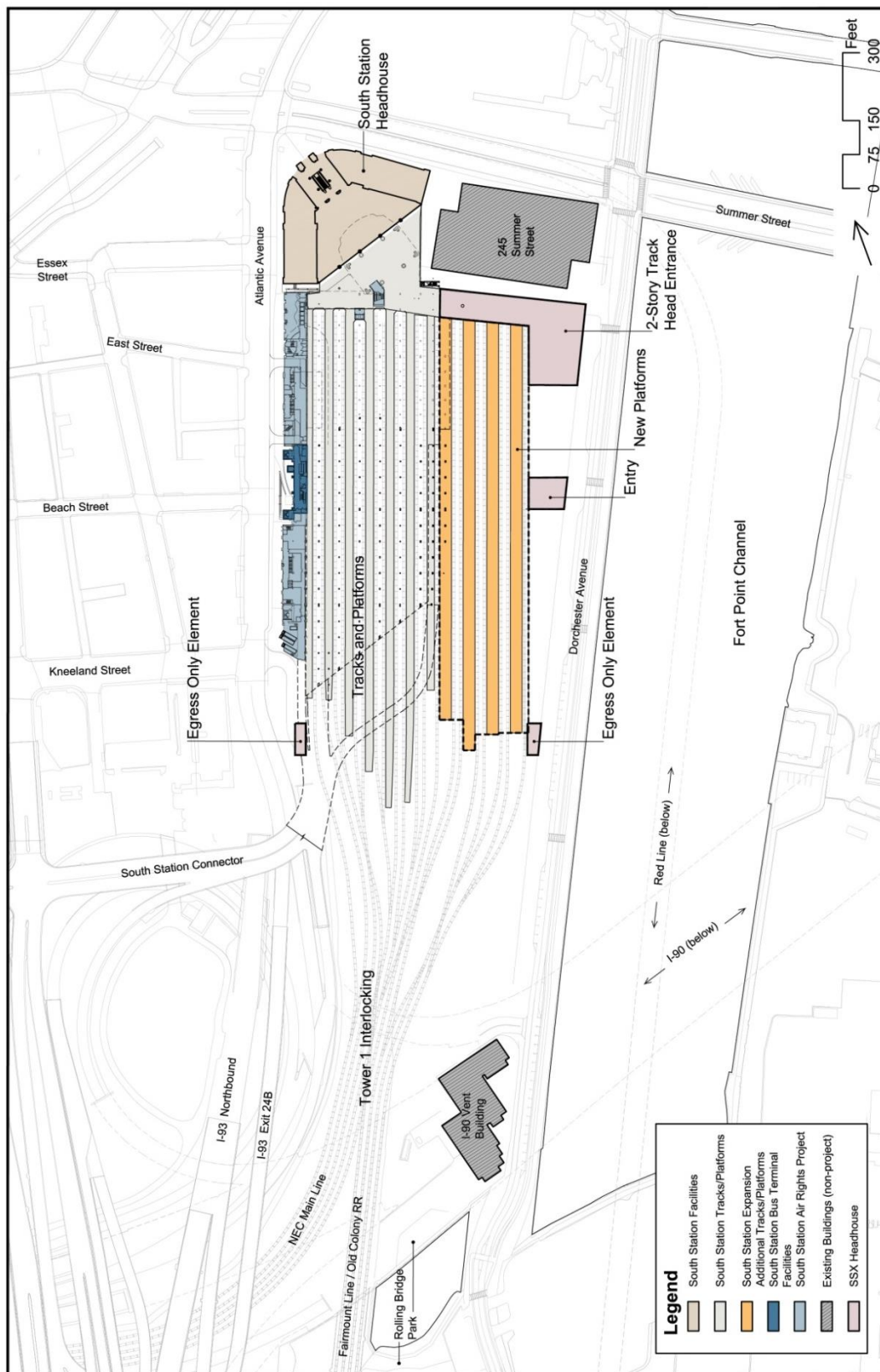


Figure S-1 — South Station Site – Proposed Platform Level

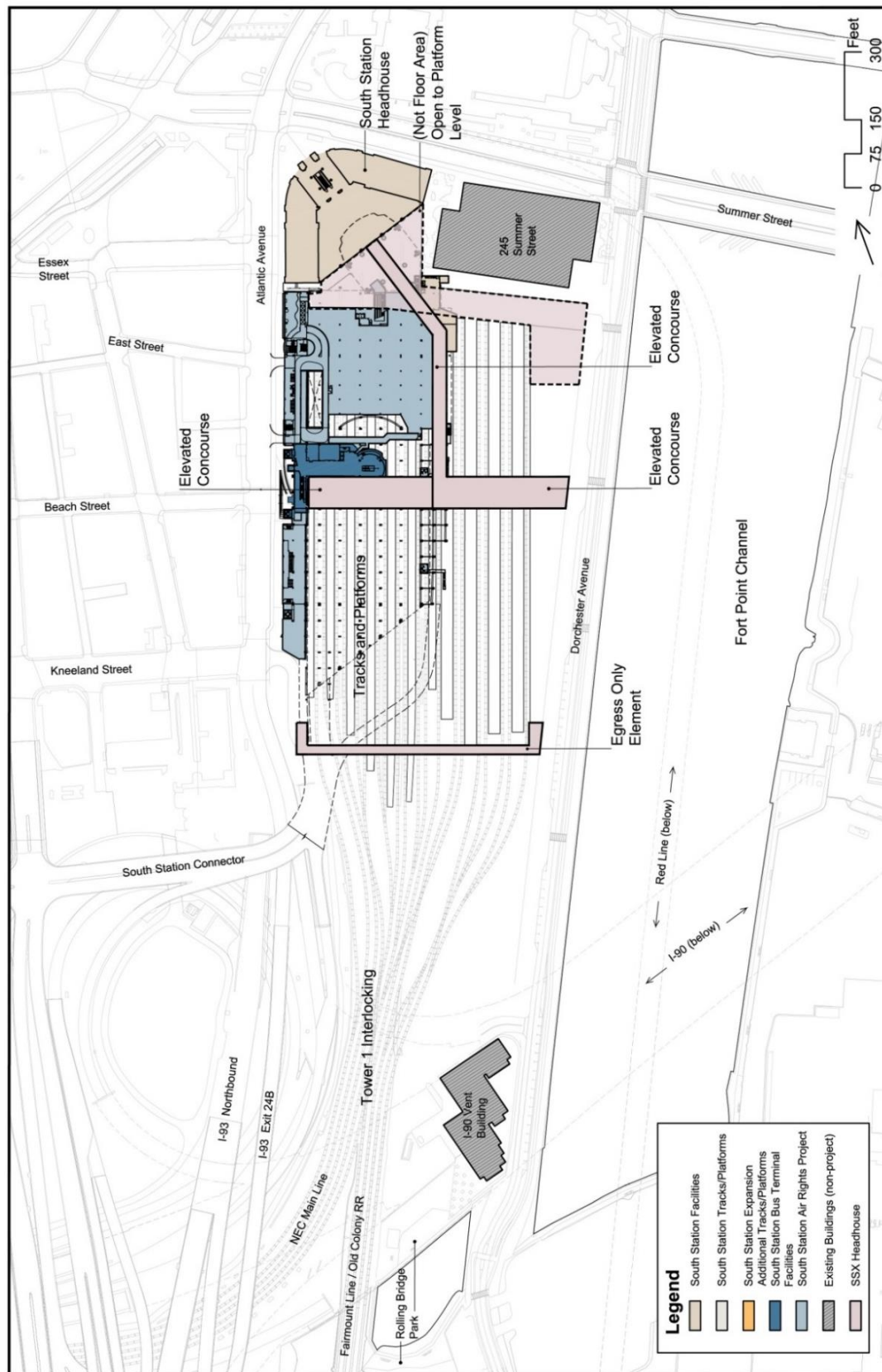


Figure S-2 — South Station Site – Proposed Elevated Concourse Level



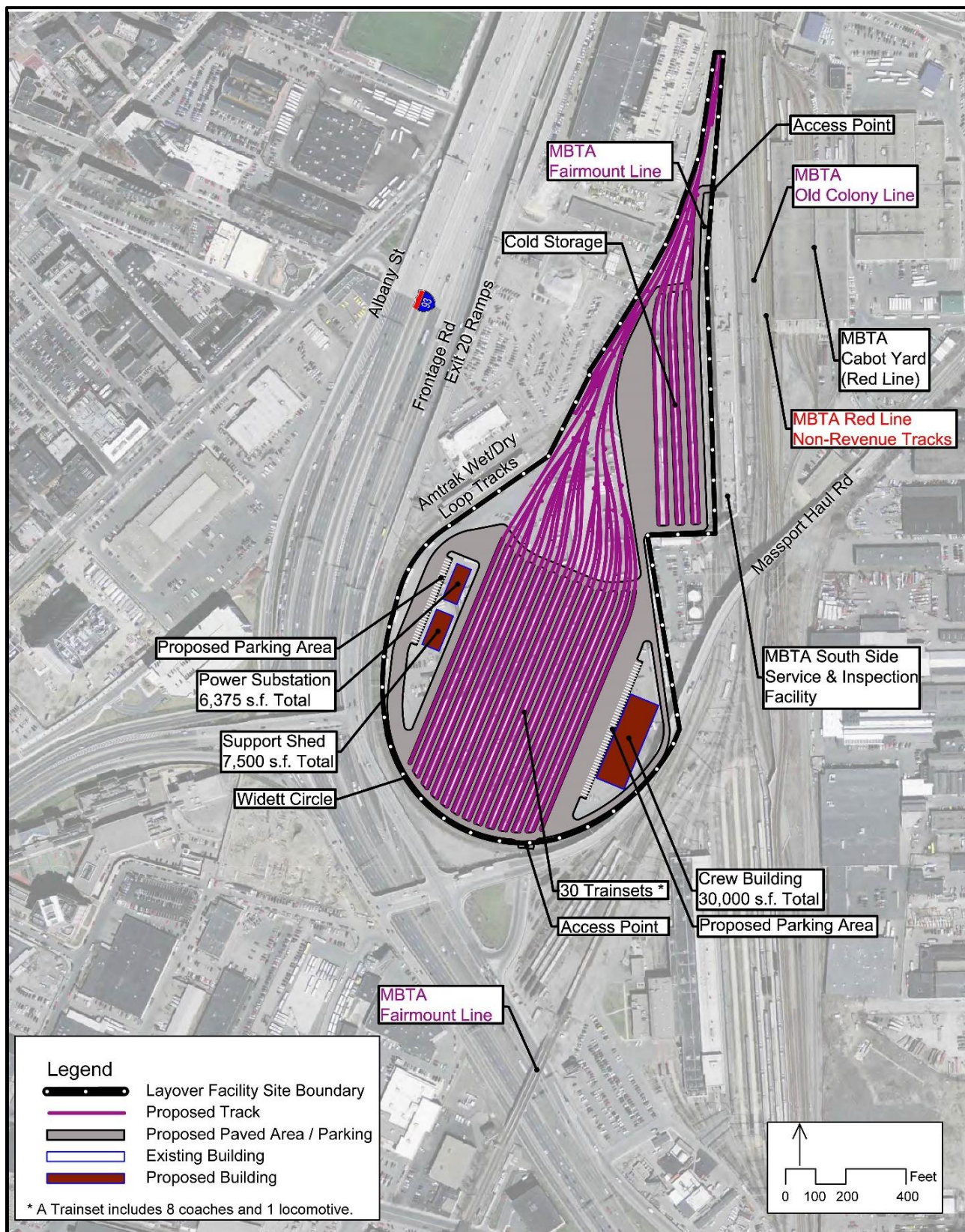


Figure S-3 — Widett Circle – Concept Plan



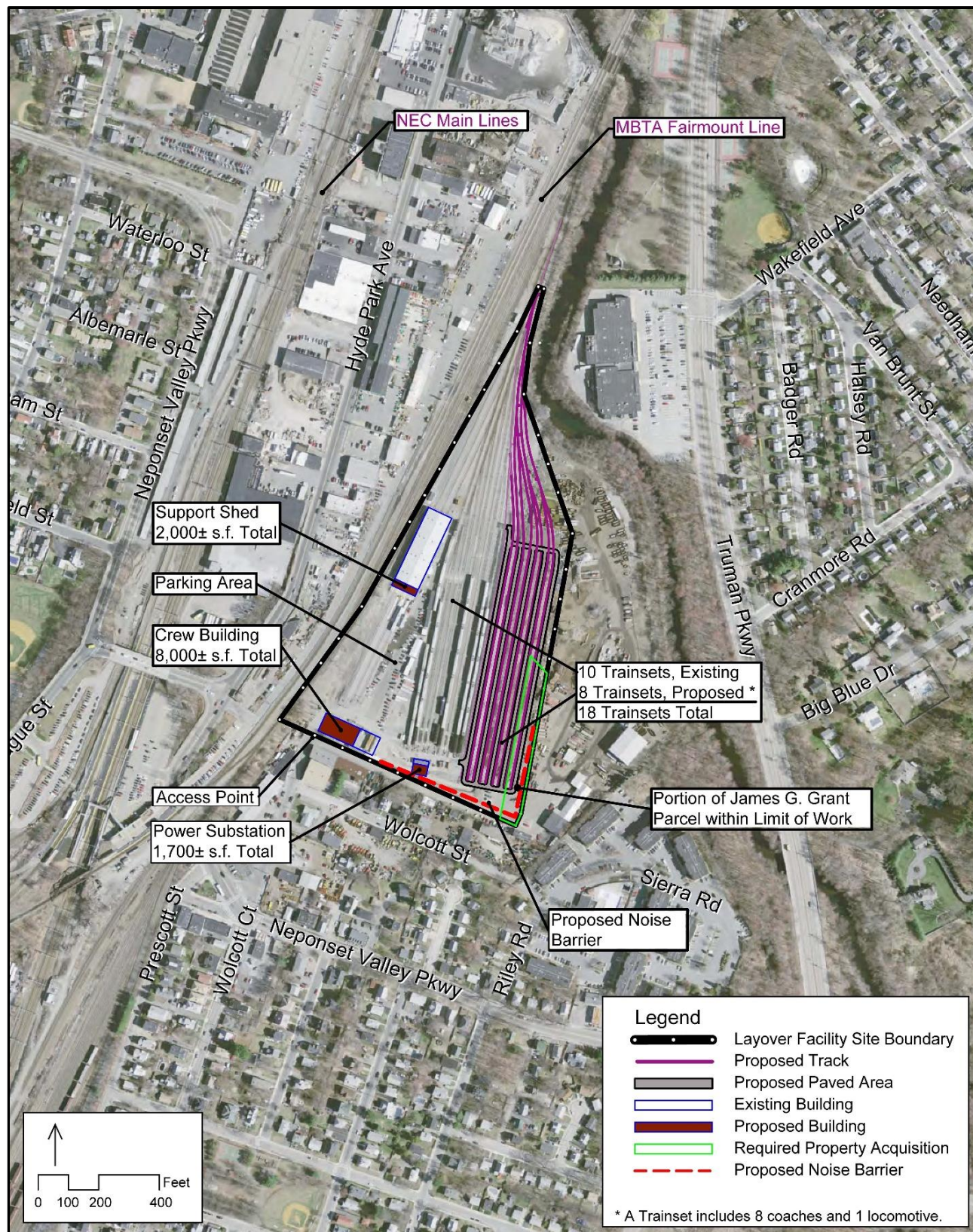


Figure S-4 — Readville – Yard 2 – Concept Plan

## 4. Environmental Consequences

Potential impacts related to the physical, biological, chemical, economic, and social conditions of the project sites, immediate surroundings, and the region were identified and analyzed for the No Build and Build Alternatives. All feasible measures were incorporated to first avoid and then minimize any impacts. Environmental resources, potential impacts, and proposed mitigation measures associated with the Build Alternative are summarized in Table S-1 below. These impacts were compared to the effects of the No Build Alternative in the year 2035, except where otherwise noted.

**Table S-1 — Environmental Resources, Potential Impacts, and Proposed Mitigation**

Environmental Resource	Potential Impacts of the Build Alternative	Proposed Mitigation
Air Quality	<ul style="list-style-type: none"> <li>No significant air quality impacts.</li> <li>Reduces carbon dioxide (CO<sub>2</sub>) emissions from locomotives in the immediate vicinity of South Station.</li> <li>Increases CO<sub>2</sub> emissions from other mobile sources locally.</li> <li>Beneficial regional impact on CO<sub>2</sub> emissions.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>Generates moderate noise impacts at 245 Summer Street.</li> <li>Generates non-significant impacts to sensitive noise receptors across the Fort Point Channel.</li> <li>Generates moderate noise impacts along Wolcott Street and Wingate Road, and Riley Road and Sierra Road in the vicinity of Readville – Yard 2.</li> <li>No vibration impacts.</li> </ul>	<ul style="list-style-type: none"> <li>An approximately 1,450-foot long, 18-foot high noise barrier will be constructed at the South Station site.</li> <li>The existing berm/noise barrier at Readville – Yard 2 will be extended to up to 800 feet long and 18-foot high.</li> </ul>
Water Resources	<ul style="list-style-type: none"> <li>No significant impacts to water resources.</li> <li>Reduces net impervious cover at South Station and Widett Circle. Increases net impervious cover at Readville – Yard 2.</li> <li>Provides ground water recharge at South Station.</li> <li>Improves water quality.</li> <li>Reduces water use and wastewater generation at Widett Circle. Increases water use and wastewater generation at South Station and Readville – Yard 2.</li> </ul>	<ul style="list-style-type: none"> <li>Stormwater Best Management Practices (BMPs) will mitigate changes in stormwater peak flow rates, runoff volumes, groundwater recharge volumes, and water quality, and limit construction impacts.</li> <li>Site-specific Stormwater Pollution Prevention Plans and Operation and Maintenance (O&amp;M) plans will be prepared. Water efficiency measures will be incorporated.</li> <li>An Infiltration/Inflow (I/I) plan will be developed to mitigate for increased wastewater flows at the South Station site.</li> </ul>
Wetlands	<ul style="list-style-type: none"> <li>No direct wetland impacts at South Station and Widett Circle.</li> <li>Non-significant resource impacts at South Station include land subject to coastal storm flowage, coastal bank, and buffer zone to coastal bank.</li> <li>Non-significant resource impacts at Readville – Yard 2 include riverfront area,</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required for Widett Circle.</li> <li>Work at South Station and Readville – Yard 2 will comply with appropriate performance standards and any conditions required by the Boston Conservation Commission.</li> <li>Mitigation (if required) for disturbed wetland impacts at Readville – Yard 2</li> </ul>

Environmental Resource	Potential Impacts of the Build Alternative	Proposed Mitigation
	isolated vegetated wetlands, and buffer zone to Neponset River bank.	to be determined through consultation with U.S. Army Corps of Engineers (USACE).
Floodplains and Sea Level Rise	<ul style="list-style-type: none"> <li>Does not impact flood storage capacity.</li> <li>Helps mitigate current and future flooding.</li> </ul>	<ul style="list-style-type: none"> <li>Raises a portion of the seawall to help mitigate flooding from projected two feet of sea level rise by the year 2050.</li> <li>Additional site-specific elements will be implemented to mitigate flooding due to rising seas, storm surge, and hurricane impacts.</li> <li>Drainage systems will be sized for future climate conditions where necessary.</li> </ul>
Waterways and Coastal Zone Management	<ul style="list-style-type: none"> <li>Replaces a nonwater-dependent use with publically accessible development, transportation infrastructure, and open space.</li> <li>A Chapter 91 license for a new nonwater-dependent infrastructure project and a Public Benefits Determination will be obtained.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>
Energy and Greenhouse Gas (GHG) Emissions	<ul style="list-style-type: none"> <li>Reduces stationary source GHG emissions in compliance with the Massachusetts Stretch Energy Code.</li> </ul>	<ul style="list-style-type: none"> <li>To further minimize impacts, use of renewable energy, such as solar photovoltaic energy, solar hot water, district energy steam, and electric plug-ins for trains are under consideration.</li> </ul>
Aesthetics and Design Quality	<ul style="list-style-type: none"> <li>Improves the viewshed along Dorchester Avenue and from across the Fort Point Channel through the removal of the USPS facility and introduction of landscaping, pedestrian and cycling facilities, and the expanded headhouse.</li> <li>Does not impact other views as the height of the proposed structures is lower than existing structures.</li> <li>Includes a headhouse expansion with a prominent entrance along Dorchester Avenue that respects the primary historic entry at Dewey Square.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Increases ridership.</li> <li>Improves pedestrian circulation and enhances the pedestrian experience.</li> <li>Increases pedestrian flow on Silver Line and Red Line platforms.</li> <li>Improves or retains Level of Service (LOS) at most impacted intersections.</li> <li>Relieves curbside congestion on Atlantic Avenue.</li> <li>Improves bicycle infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Roadway, bicycle, and pedestrian improvements will be implemented at eight signalized intersections.</li> </ul>



Environmental Resource	Potential Impacts of the Build Alternative	Proposed Mitigation
Possible Barriers to Handicapped and Elderly	<ul style="list-style-type: none"> <li>Complies with the Americans with Disabilities Act (ADA) of 1990 and Massachusetts Architectural Access Board (MAAB) regulations.</li> <li>Provides adequate space and appropriate facilities to safely and conveniently manage the projected peak-hour pedestrian demand.</li> <li>Complies with current egress capacity and travel distance requirements.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>
Land Use and Zoning	<ul style="list-style-type: none"> <li>Requires acquisition of the USPS property, a parcel adjacent to 245 Summer Street, land and right-of-way at the Widett Circle site, and land adjacent to Readville – Yard 2.<sup>12</sup></li> <li>Includes the reopening of Dorchester Avenue.</li> <li>Is consistent with local zoning and other local planning and development plans.</li> </ul>	<ul style="list-style-type: none"> <li>Footprints required to support site functions will be minimized.</li> <li>Property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 USC 4601; CFR 49 Part 24 and/or Massachusetts General Law (M.G.L.) 79A.</li> <li>Fair market values will be paid for property acquisitions at the Widett Circle and Readville – Yard 2 sites.</li> <li>Impacts to Department of Public Works operations near Widett Circle will be minimized.</li> </ul>
Socioeconomic	<ul style="list-style-type: none"> <li>Provides approximately 200 new permanent jobs at South Station.</li> <li>Supports the continued economic growth and expansion of the Downtown Financial District and adjoining South Boston Waterfront/Innovation District.</li> <li>Results in the relocation of approximately 1,000 USPS jobs.</li> <li>Displaces approximately 30 private businesses currently operating at the Widett Circle layover facility site.</li> </ul>	<ul style="list-style-type: none"> <li>As discussed for Land Use and Zoning, required relocation assistance and compensation would be provided.</li> </ul>
Environmental Justice	<ul style="list-style-type: none"> <li>Benefits environmental justice (EJ) populations that use the station by providing improved transportation facilities and additional areas of open space, including the new Harborwalk on Dorchester Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>

<sup>12</sup> As described in Chapter 1 and Appendix B, the SSX project involves acquisition and demolition of the USPS GMF located on Dorchester Avenue adjacent to South Station, which would provide an approximately 14-acre site on which to expand South Station. Although demolition of the USPS facility after it is vacated is part of the SSX project, the relocation of USPS operations is not part of this project. For the purposes of this assessment of indirect effects, it is assumed that the USPS GMF could be relocated to a site in South Boston on the Reserved Channel in Boston's Seaport District (Figure 1 of Appendix B) that the USPS had previously identified as potentially being appropriate to accommodate a relocated USPS GMF. The USPS would determine the future location(s) to which its operations would be relocated, and the relocation would be subject to its own environmental review as required by state and federal regulations as a separate project. The actual relocation of the USPS GMF would be subject to negotiations between the USPS and MassDOT/the Commonwealth of Massachusetts.

Environmental Resource	Potential Impacts of the Build Alternative	Proposed Mitigation
Public Health and Safety	<ul style="list-style-type: none"> <li>Improves passenger, traffic, pedestrian, and bicycle safety.</li> <li>Minimizes surveillance problems.</li> </ul>	<ul style="list-style-type: none"> <li>The following will be prepared and implemented: a Safety and Security Program Plan (SSPP), a Preliminary Hazard Analysis, a Threat and Vulnerability Assessment, a Preliminary Safety and Security Design Criteria Manual, and site specific Health and Safety Plans (HASPs).</li> <li>Phase II Environmental Site Assessments will be completed.</li> <li>Asbestos-Containing Materials (ACM) and hazardous materials will be identified prior to demolition.</li> </ul>
Parks and Recreational Areas	<ul style="list-style-type: none"> <li>Provides significant benefits and recreational opportunities associated with reopening Dorchester Avenue, including a cycle track, Harborwalk extension, and increased access to the Rolling Bridge Park and the Fort Point Channel waterfront.</li> <li>Has no adverse impacts on parks and recreation areas in the vicinity of the project sites.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation required.</li> </ul>
Historic and Archaeological Resources	<ul style="list-style-type: none"> <li>Improves views to and from the Fort Point Channel Historic District.</li> <li>With mitigation, has Conditional No Adverse Effect on historic properties.</li> <li>Contains no archaeologically sensitive sites.</li> </ul>	<p>The following mitigation will be required:</p> <ul style="list-style-type: none"> <li>The seawall will be reconstructed to meet Secretary of the Interior's Standards for Rehabilitation.</li> <li>Approximately 1,450-foot long, 18-foot high noise barrier will be constructed at the South Station site.</li> <li>MHC will review 30% and 60% design plans.</li> </ul>
Construction Period Impacts	<ul style="list-style-type: none"> <li>No significant construction impacts.</li> <li>May temporarily impact rail service.</li> <li>May temporarily disrupt traffic and increase congestion.</li> <li>May cause temporary dust emissions, direct emissions, noise, and vibration from construction equipment, and indirect emissions from vehicles.</li> <li>Impacts from potential exposure to contaminated soils, debris, or groundwater during construction.</li> <li>Provides permanent employment within South Station and in system-wide rail-related employment, as well as temporary construction jobs.</li> </ul>	<ul style="list-style-type: none"> <li>The following will be prepared and implemented: a construction phasing schedule that balances duration and impact by optimizing overnight work windows, weekend work outages, and strategic track closures; a Construction Management Plan (CMP); a Stormwater Pollution Prevention Plan (SWPPP); a Dust and Emissions Control Plan; a Construction Noise Control Plan; appropriate soil management procedures; and Soil Erosion and Sediment Control measures.</li> <li>MassDOT's specifications for traffic management requirements and work hour provisions will be followed.</li> <li>Vibration levels will be monitored during construction and any needed mitigation measures will be anticipated and facilitated.</li> </ul>

Environmental Resource	Potential Impacts of the Build Alternative	Proposed Mitigation
		<ul style="list-style-type: none"> <li>Provisions in the Boston Water and Sewer Commission (BWSC) Stormwater Permit and Massachusetts Water Resources Authority (MWRA) 8(m) Permit will be followed.</li> <li>Soil erosion and sediment controls for construction activity proximate to wetland resources will be implemented.</li> </ul>

## 5. Project Funding and Schedule

Upon completion of preliminary design, MassDOT will develop an estimate for cost of construction. MassDOT would use the estimate to evaluate both funding mechanisms and procurement methods available. Project funding is anticipated to be provided in the future by federal and state and possible private funding sources. Once funding is identified and secured, a project construction schedule can be determined.

MassDOT anticipates that construction work at the South Station site and layover facility sites could advance independently. As shown in Figure S-5, the anticipated four and a half-year construction schedule at South Station starts with demolition of the USPS facility followed by reconstruction of Dorchester Avenue, construction of rail infrastructure components, and the headhouse expansion. At the layover facilities, site preparation and demolition would be followed by rail infrastructure modifications and installation, and construction of roads, walkways, lighting, and utilities. Figure S-5 shows the layover facility construction taking approximately one and a half years and occurring subsequent to completion of other project elements, but the layover facility construction could occur at any point after Year 3 Q2. As shown below, construction of the project would begin upon completion of final design and advertisement/award.

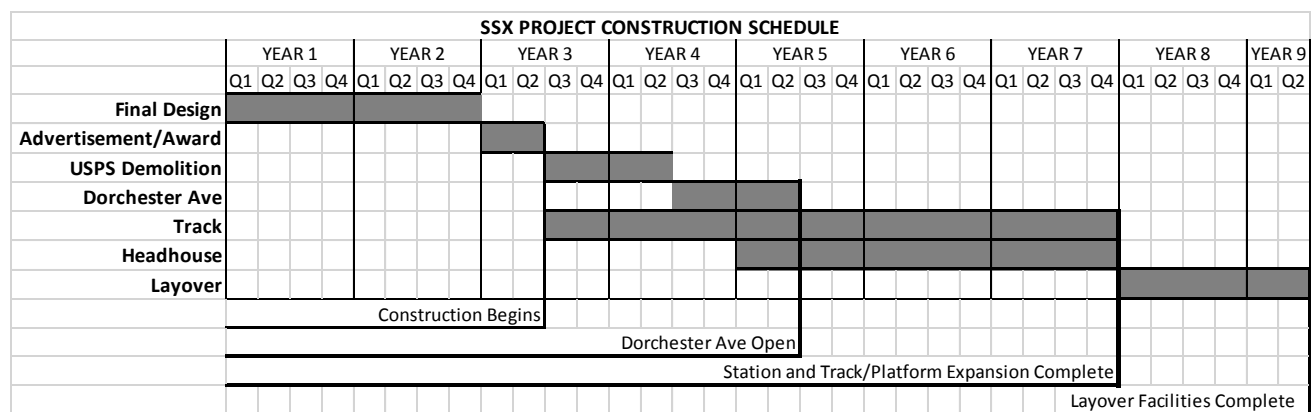


Figure S-5 – Proposed Construction Sequencing

## 6. Public Involvement

MassDOT is committed to reaching out to the public, including EJ populations. The SSX project received public input throughout the planning process to plan and develop the project in coordination with a range of interests. Stakeholders include transit passengers; community and business groups in abutting neighborhoods; pedestrians and bicyclists; and city, state, and federal government agencies. Methods for engaging the public included holding public information meetings, open houses and briefings; outreach efforts to EJ and Title VI populations; establishment of a project website; distribution of email and print notices; development of brochures, fact sheets, surveys, and presentations; social media postings; technical coordination meetings; and regional media publications.

Chapter 5 describes the project's Public Involvement Plan (PIP), which lays out specific strategies for implementing MassDOT's outreach goals. MassDOT continues to implement its public outreach program outlined in the PIP, which is provided along with all other project documents on the project website at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.