



www.mass.gov/southcoastrail

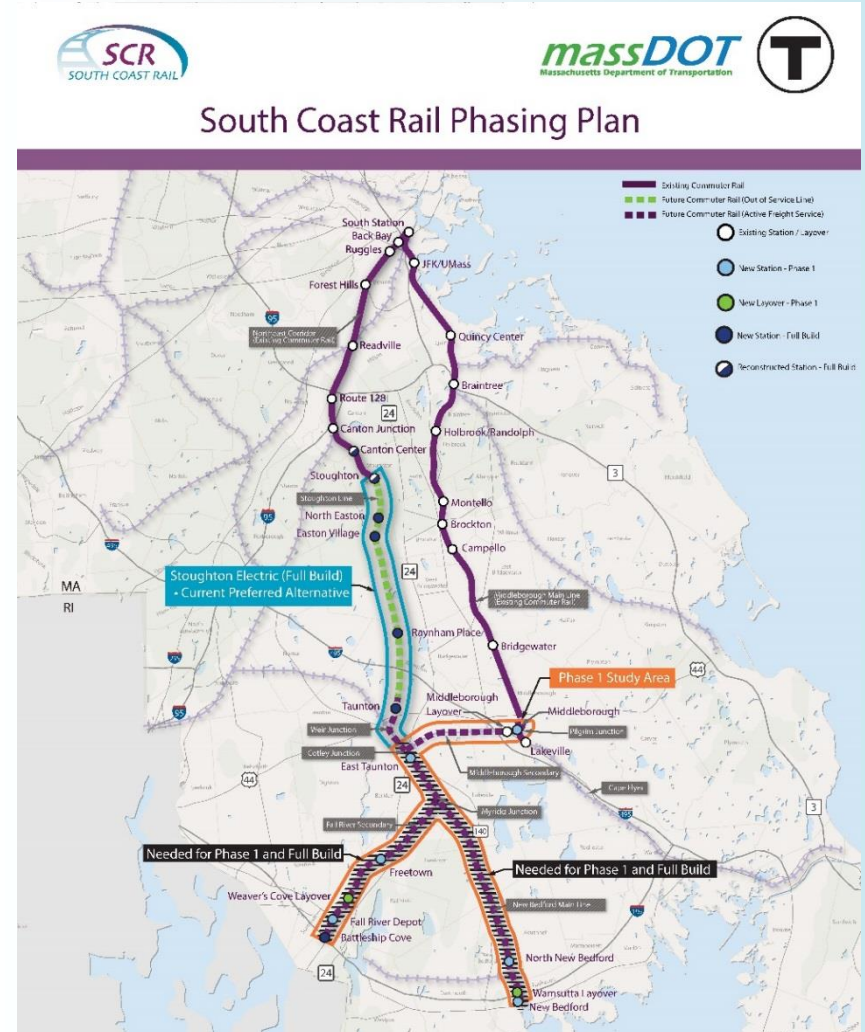
South Coast Rail Project New Bedford TOD Forum

April 8, 2019



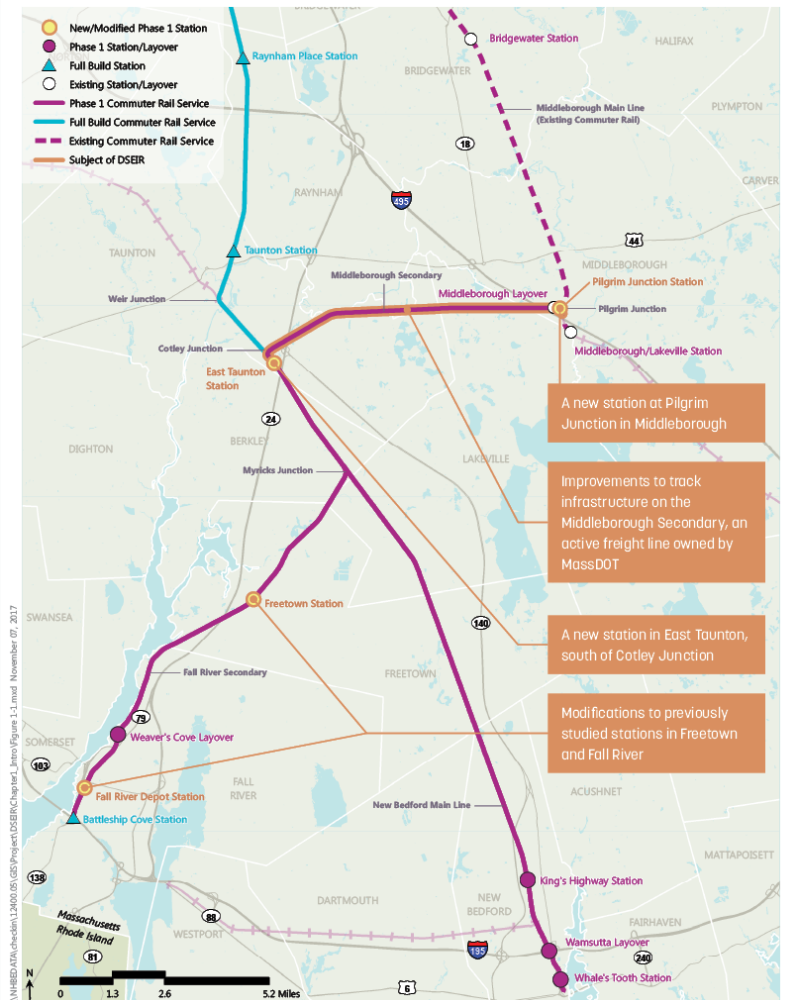
Agenda

- What is Phase 1?
- Program Update
- Infrastructure Improvements
- Grade Crossings Draft Plan Views and Traffic Mgt. Plans (TMP)
- Next Steps



Why Build Phase 1 Now?

- Provides commuter rail to the region several years earlier than Full Build (Stoughton Electric)
- One-seat ride from New Bedford and Fall River to Boston
- Cost of the Full Build has increased to \$3.2B (2016\$) while design and construction timeline lengthened
- Environmental permitting is less complex - *No wetland variances required for Phase 1*



What Elements Are Included in Phase 1?

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

Benefits of Phase 1

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



Permitting is Advancing for Phase 1

Permit	Phase 1
Wetland Protection Act Orders of Conditions 11 of 12 OOCs issued	Middleborough Issued Lakeville Issued Raynham Issued Taunton East of Rte. 140 Issued Taunton West of Rte. 140 Issued Berkley Issued
	Freetown – NBML Issued Freetown – FRS & Station Issued Fall River Issued New Bedford –Layover Issued New Bedford – Track Issued No. New Bedford Station- TBD
Section 401 Water Quality Certification	Individual WQC required for SGR Project - Issued August 2018 Individual WQC for Phase 1 Infrastructure – Issued March 2019
Section 404 Clean Water Act	General Permit / PCN required for SGR Project – Issued October 2018 Individual 404 Permit for Phase 1 Infrastructure – April 2018
Chapter 91 Licenses	Required (Weaver’s Cove Layover only) - Issued January 2019
Massachusetts Coastal Zone Management Consistency Determination	Part of Individual 404 Permit for Phase 1 – Issued March 2019
MESA Conservation and Management Permit	No-Take Determination for SGR Project – Issued June 2018 CMP Approval for Phase 1 – Issued June 2018
MEPA Clearance	Required for new Phase 1 elements (Middleborough Secondary, new stations) Issued June 15, 2018
NEPA Clearance	By USACE - Required for Section 404 Permit – April 2019
National Pollution Discharge Elimination System	Coverage required under NPDES General Permit for Construction for SGR & Phase 1 (to be filed by the Contractors)
Section 106 Memorandum of Agreement	Required for Phase 1 404 Permit – Issued March 2019

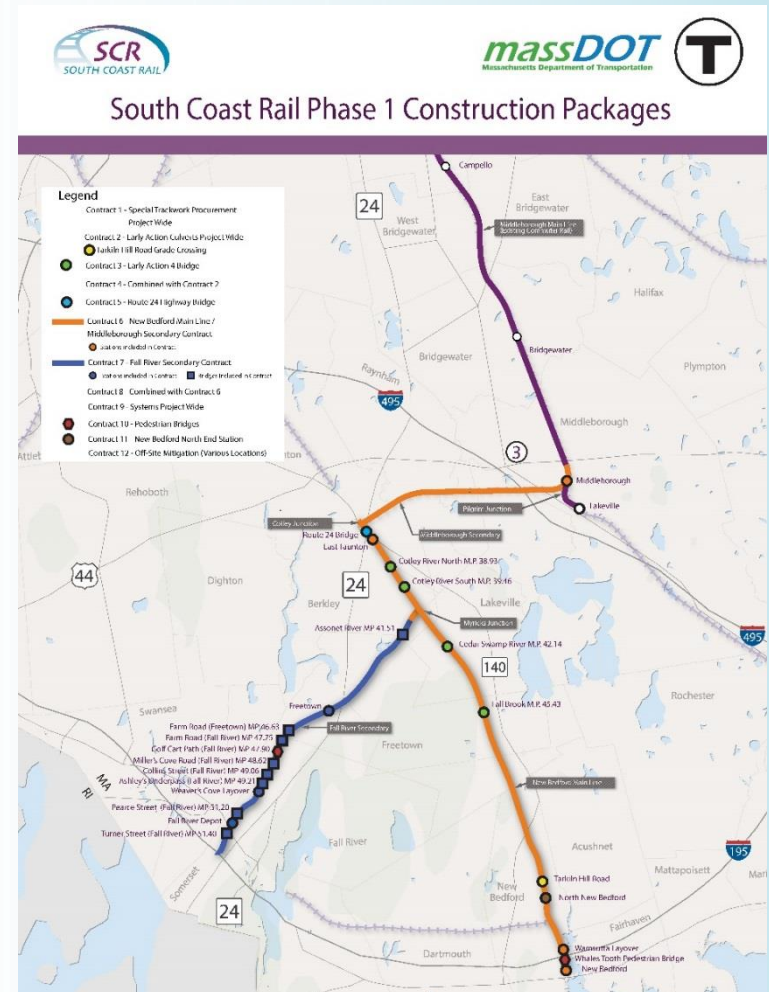
Proposed Weekday Service under Phase 1

	INBOUND	OUTBOUND	TOTAL	PEAK PERIOD
New Bedford	7	7	14	3 Morning Peak Trains 3 Evening Peak Trains
Fall River (Freetown Station)	6	6	12	3 Morning Peak Trains 3 Evening Peak Trains
Taunton & Middleborouh	13	13	26	6 Morning Peak Trains 6 Evening Peak Trains
TOTAL	13	13	26	6 Morning Peak Trains 6 Evening Peak Trains

Trips from Taunton Station will take approximately 65 minutes

Contract Packaging

- Early Action Contracts
 - Special Trackwork
 - Culverts
 - 4 Bridge
- Major Contracts
 - New Bedford Main Line/
Middleborough Secondary
 - Fall River Secondary
 - Systems (Signals & Comm.)



Freetown Station



Freetown Station Rendering



South Coast Rail - Next Steps

- Complete state and federal permitting process
- Award early 4 Bridge construction contract
- Advance final design
- Advance preliminary engineering for Full Build
- Incorporate any additional permit requirements into the construction packages
- Continue to coordinate with communities

Rail Vision - Project Goal and Objectives


- **Goal**
 - Leverage the MBTA's extensive commuter rail network to best meet the transportation and economic growth needs of the region
- **Objectives**
 - Match service with the growing and changing needs of the region
 - Enhance economic vitality
 - Provide an Equitable and Balanced suite of investments
 - Help the Commonwealth achieve its climate change resiliency targets
 - Maximize return on investment (financial stewardship)

Rail Vision Guiding Questions:

What are the Purposes of MBTA Rail Service?

1. Reduce highway congestion, auto emissions, and VMT by focusing on long-distance trips?
2. Provide service in the inner core that operates more like rapid transit?
3. Enable access to Boston's employment pool for job clusters beyond the inner core by focusing on reverse commutes?
4. Support economic development in the **Gateway Cities** and other urban areas outside of the inner core by focusing schedules/ service levels on needs of those communities?

Project Status – Where We Are Now

- Qualitative Evaluation: Ideas developed through screening - do the concepts meet the objectives?
- Tier 1: Sketch models evaluate the ideas against the Objectives: 7 service alternatives
-  Tier 2: Alternatives Evaluation uses traditional ridership and operations analysis models
- Result: The Vision

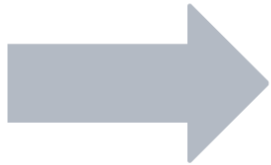
Rail Vision – Treatment of South Coast Rail

- South Coast Rail is included in each of the Tier 2 Alternatives
- SCR Phase 1 is included in three alternatives:
 - Alternative 1: Optimize Existing System
 - Alternative 2: Regional Rail to Key Stations (Diesel)
 - Alternative 3: Urban Rail (Diesel)
- SCR Full Build is included in four alternatives:
 - Alternative 4: Urban Rail (Electric)
 - Alternative 5: Regional Rail to Key Stations (Electric)
 - Alternative 6: Full Transformation
 - Alternative 7: Hybrid System
- Service levels will at a minimum meet what has been defined by the SCR Project

Next Steps for Rail Vision

- Develop robust ridership estimates for all 7 Alternatives using the CTPS Travel Demand Model
- Model operations, infrastructure and capital costs with Rail Traffic Controller (RTC) modeling tools
- Identify potential land-use and demographic effects of one or more Alternatives using the Regional Dynamic Model (RDM)
- Develop capital and operating cost estimates
- Share results

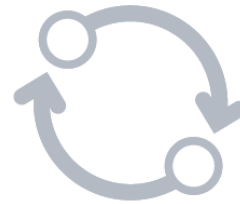
What the Alternatives Analysis Will Show



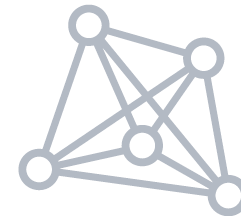
Ridership



Travel Time Savings



Frequency



Connectivity



Equity



Emissions



Capital Costs



Operating Costs

How to Stay Informed

- For South Coast Rail: Visit the project website at www.mass.gov/south-coast-rail to learn more about the project and sign up for email updates.
- Send your questions to the project team at SouthCoastRail@dot.state.ma.us.
- Follow Rail Vision at www.mbta.com/rail-vision