

First – a Thank you to the Chairman
for responding to my request to be
on your agenda.

The decision on the train route will
effect this town forever.

PURPOSE OF PRESENTATION IS

**TO GIVE YOU
INFORMATION SO YOU CAN
TAKE INFORMED ACTION**

**Information from the
19 November South Coast Rail
Task Force presentation is very
much different from info available
only a month ago.**

ENVIRONMENTAL OPTIONS PROCESS

ENF/NOI (State/Federal Notices filed)

- **NOW is the time for the Town and the public to submit suggestions on what should be studied and to raise any concerns that the study should address.**
- **THE CLOSING DATE FOR COMMENTS IS
1/9/09**

Alan Anacheka-Nasemann, US Army Corps of
Engineers, New England District,
696 Virginia Road,
Concord, MA 01742-2751
email: screis@usace.army.mil

Secretary Ian Bowles, EEA, attn.: MEPA Office
(Aisling Eglinton)
100 Cambridge Street, Suite 900,
Boston, MA 02114
FAX: 617-626-1181
email: aisling.eglington@state.ma.us
or by hand delivery

EOT is making 2 presentations

Tonight, **North Dartmouth**

Tomorrow night, December 3
– Taunton HS Auditorium; 50
Williams St, **Taunton**

5:30 PM sign-in to speak

6:30 PM presentation/public comments

MY PRESENTATION IN 3 PARTS

- Issues of interest to Stoughton
- The 11/19/08 State presentation of its view of the project planning and decisions to date
- Discussion of:
 - State's position
 - How past transportation decisions affect the current State thinking
 - Suggestions for other project options and
 - Suggestions for Town's requirements

IMPORTANT ISSUES FOR STOUGHTON

- **PEDESTRIAN TRACK CROSSING AT OUR TRAIN STATION**
- **NO DECISION ON ELECTRIC OR DIESEL**
 - **(DECISION CAN CHANGE AFTER PROJECT IS BUILT)**
- **FREIGHT TRAINS QUITE POSSIBLE**
- **CHILDREN'S SAFETY**
- **THE LOGIC FOR THIS PROJECT IS IRRATIONAL**
- **The burden is on Stoughton &**
- **The effect on Stoughton is forever**

PEDESTRIAN TRACK CROSSING

We can't build Sharon Bridge

Canton's option is unsightly

As # of trains increase, trains will come by from both directions

Sharon Bridge



Canton Overpass



CHOICE: ELECTRIC OR DIESEL

- Electric
 - Faster start & stop
 - More types of power can be used
 - Less Polluting
- Diesel
 - Current MBTA stock is diesel
 - More polluting (air, soil, water)

EOT HAS NOT MADE A DECISION ON ELECTRIC OR DIESEL

Electric is the future – Diesel the past ...

In the long run look to electric



ELECTRIC OR DIESEL

We won't decide this, but we need to understand what the future holds.



Diesel or Electric



FREIGHT

SLOW, LONG TRAINS

UNKNOWN MATERIALS

MIXED WITH HIGH-SPEED TRAINS

**SLOW FREIGHT - HIGH SPEED
NON-STOP TRAINS**

Traffic congestion and safety

**DON'T JUST THINK OF PRESENT
– IN FUTURE WE'LL HAVE MANY
TRAINS**

Let's call out our 8 Grade Crossings

Central St, Simpson St,
School St, Porter/Canton Sts,
Wyman St, Brock St,
Plain St, and Morton St

4 DOWNTOWN in about a third of a mile.

School & Cushing Streets VERY SERIOUS PROBLEMS

Short stacking from Canton Street
Cushing St intersection dangerous -can block traffic.



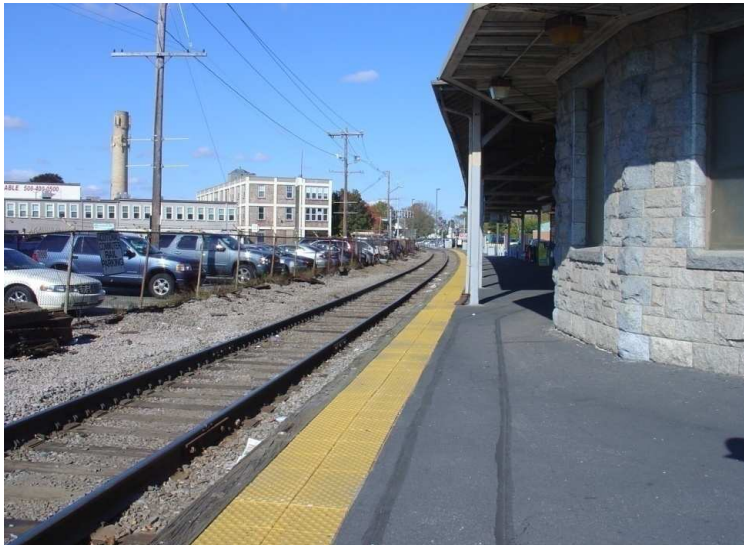
Porter and Canton Street

Congestion problems Porter Street & in Square
Pedestrian dangers – due to non-stop high speed trains



Wyman, Morton and Summer Streets

Similar congestion and pedestrian problems as Porter Street



Brock Street - near Rt 138.

No place to stack traffic.

Not as much foot traffic – some school-kids
There's room to depress train line. See next slide



Brock Street grade crossing near Rt 138.



Plain Street

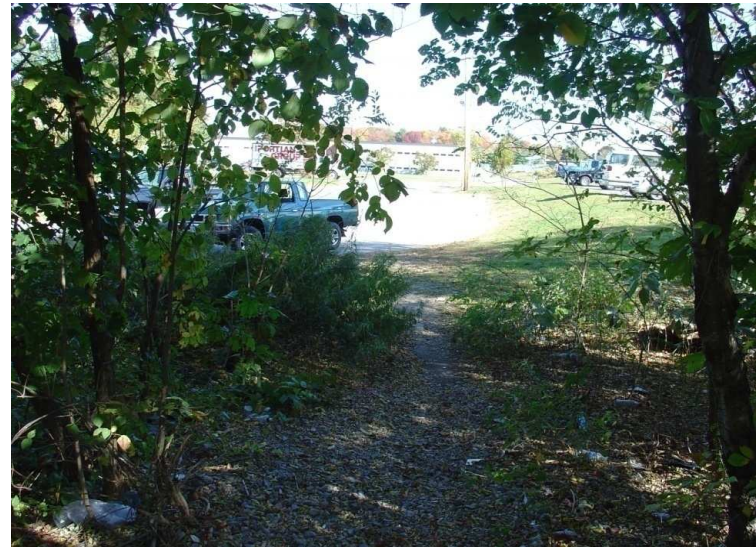
Stacking problems from Route 138

Icing in winter coming down hill on Plain Street There is sufficient height to depress train line



CHILDREN'S SAFETY

Walking Routes to School Over Tracks
Middle School & HS



**SOME HAVE SAID THE STATE
DECIDED LONG AGO TO GO
THROUGH STOUGHTON.**

**BUT IT IS NOT THE RIGHT PUBLIC
SAFETY, ENVIRONMENTAL OR
FINANCIAL DECISION**

Even Mayor Lang of New Bedford has repeatedly stated publicly that Middleboro is a better environmental and more fiscally responsible option.

The Army CoE will make the environmental
decision on the route based on

THE LEAST
ENVIRONMENTALLY
DAMAGING PRACTICABLE
ALTERNATIVE

THE LEDPA

**PROJECT PURPOSE & CRITERIA:
DETERMINED BY THE EOT
THIS HELPS TO DETERMINE
PRACTICABLE**

**CH 3: CRITERIA ELIMINATES MOST OPTIONS
BUT SAME CRITERIA COULDN'T BE USED FOR
OTHER PROJECTS**

EOT's Position 11/19/08

EOT's Recommendations

- **Eliminate from further consideration**
 - Attleboro alternative
 - Attleboro-Middleborough Hybrid
 - Full Middleborough alternative

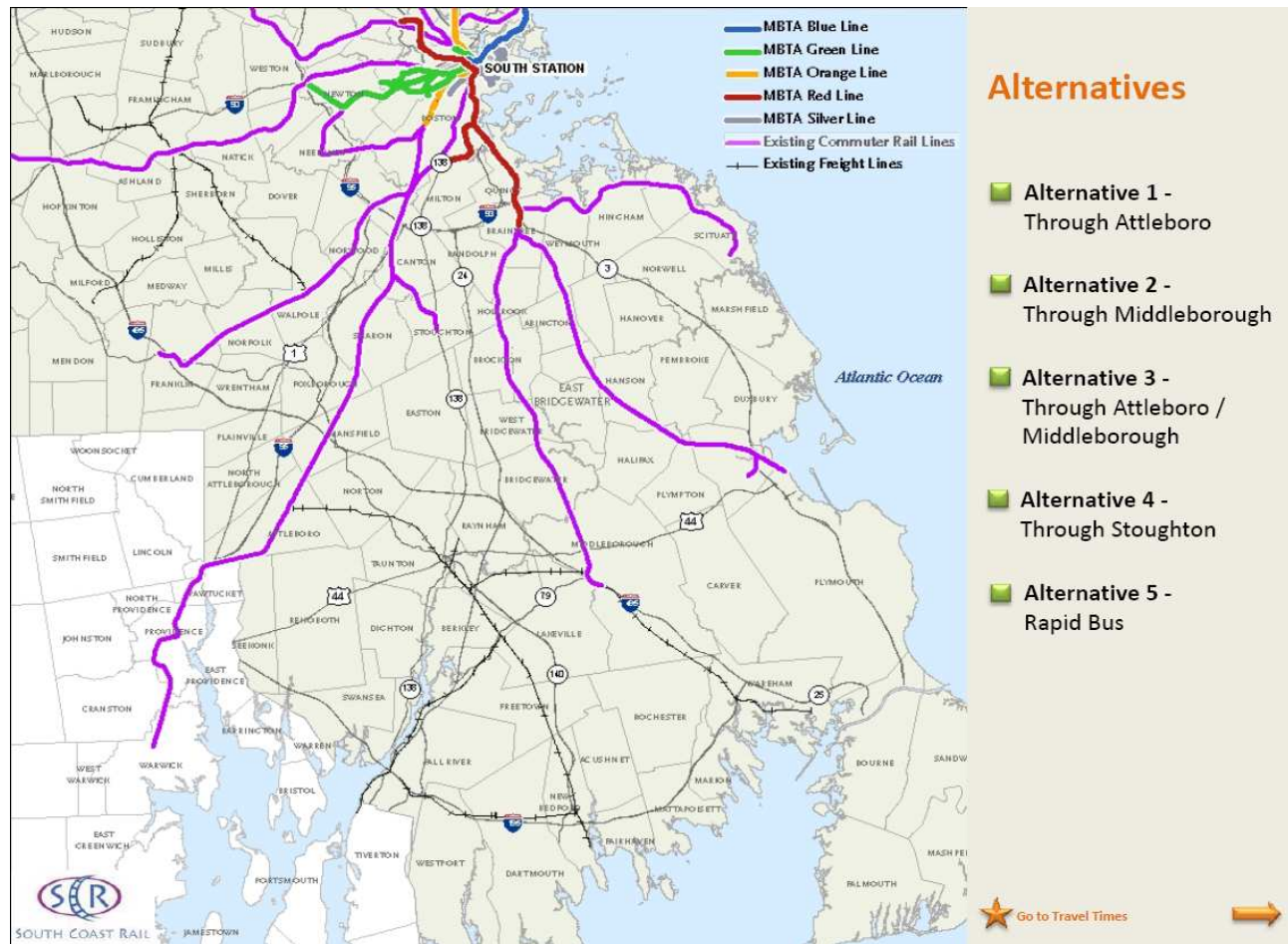
- **Advance for further consideration**
 - Simple Middleborough alternative
 - Stoughton alternative with 3 variations:
 - Diesel
 - Electric
 - Diesel with Whittenton variation
 - Rapid Bus

**HERE'S WHAT EOT'S REQUEST
MEANS IN A PRACTICAL WAY:**

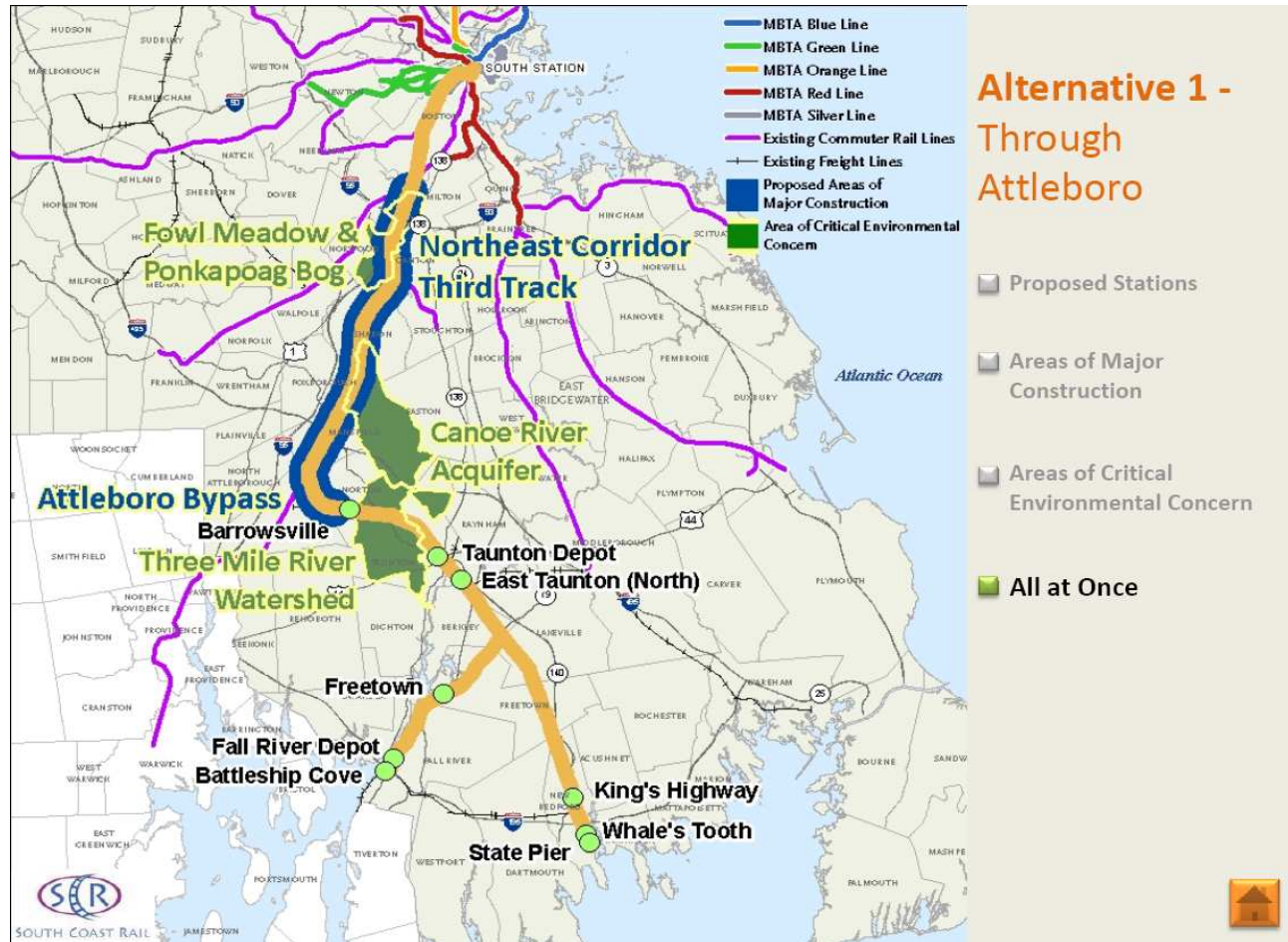
**Middleboro – 3 TRAINS can't
handle full project purpose –
will be dropped**

**Rapid Bus – FR & NB don't want
it – will be dropped**

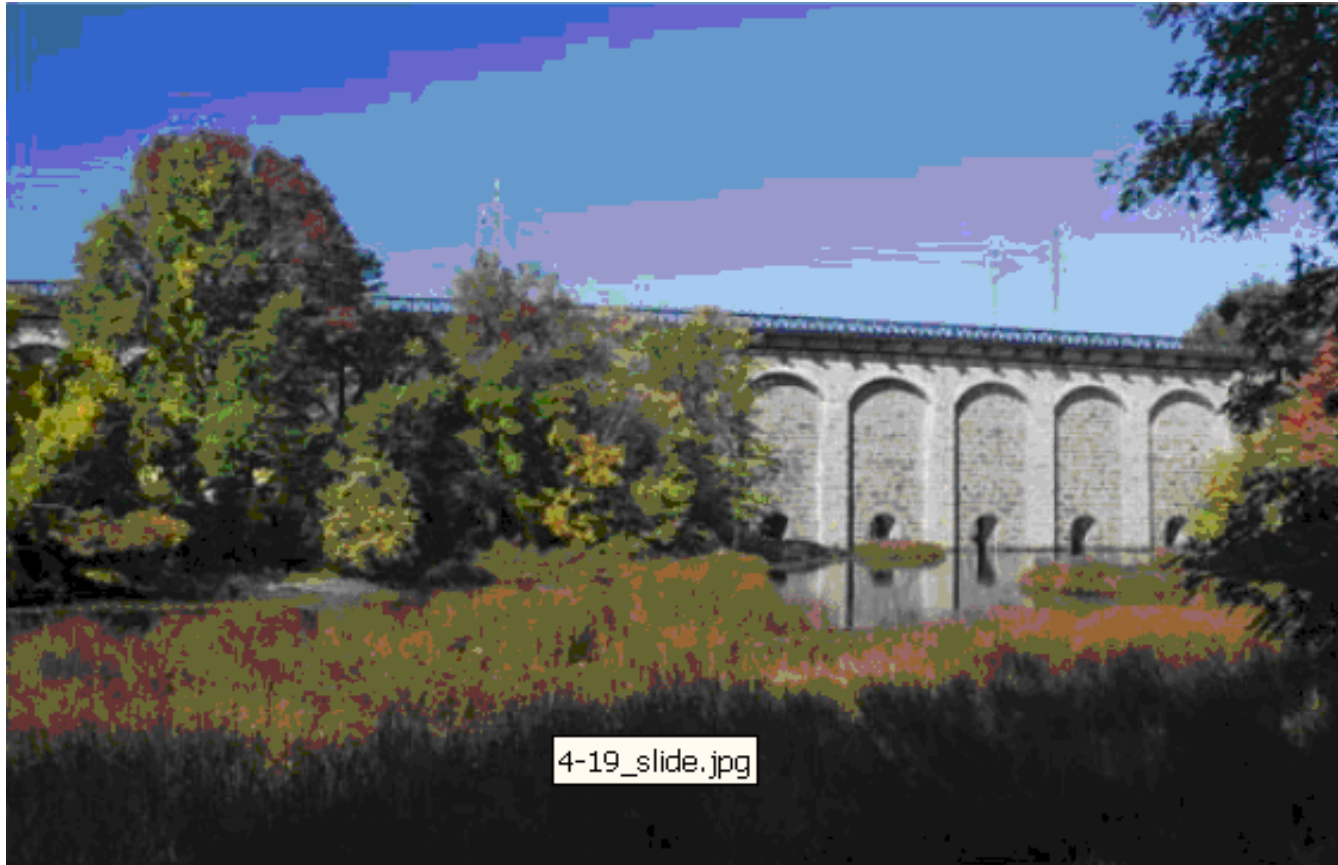
Here are the alternatives



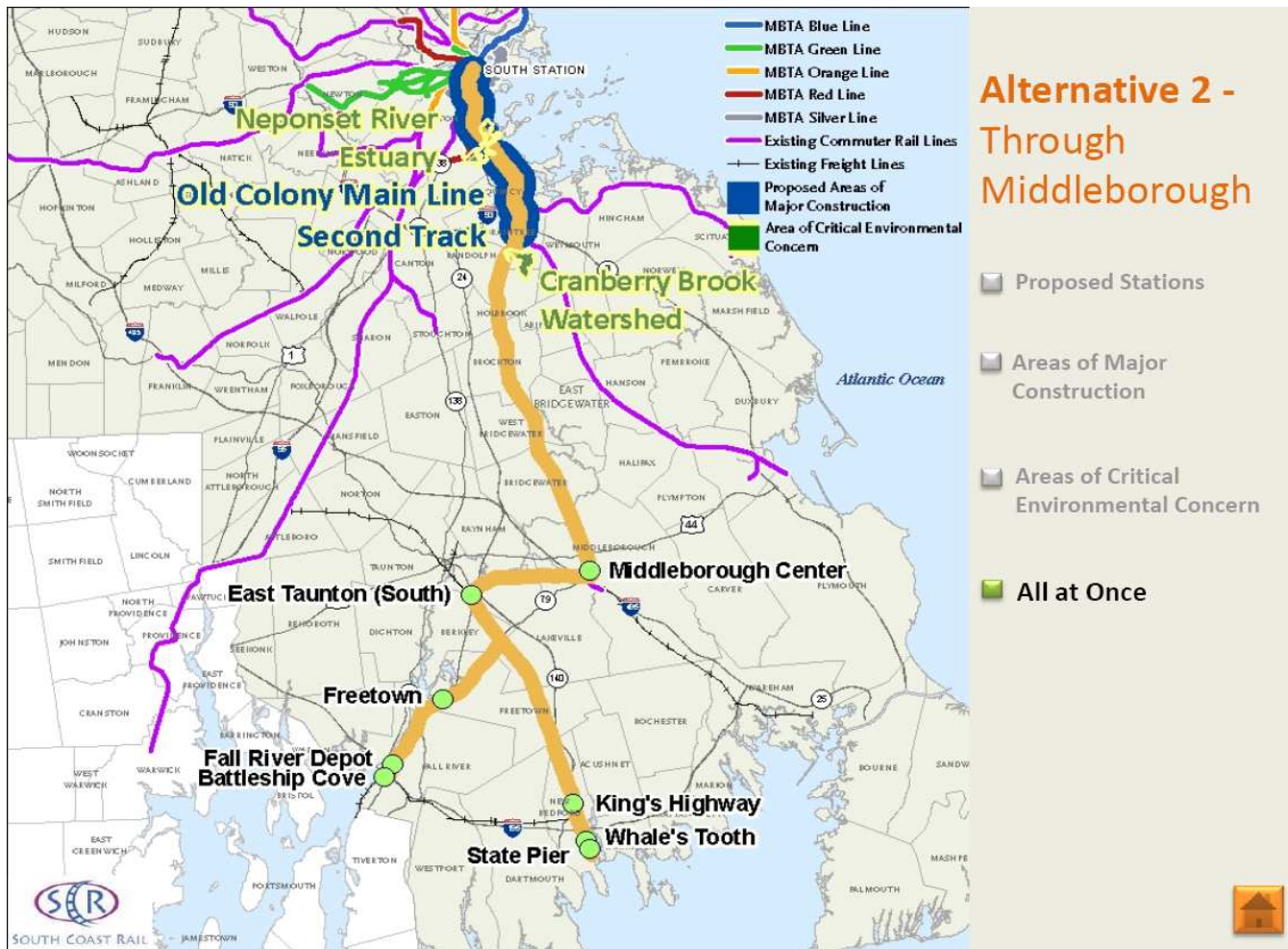
Attleboro



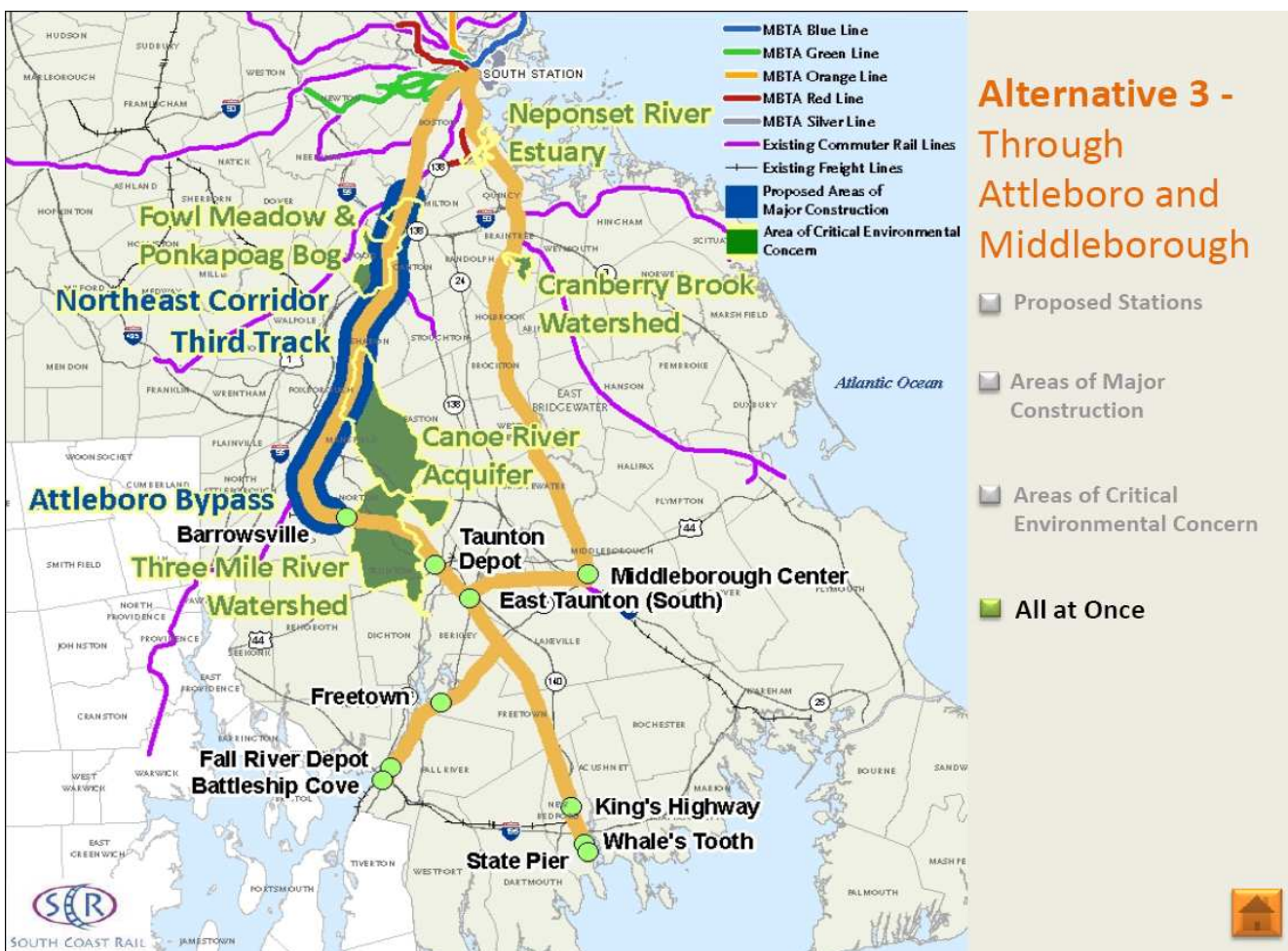
Historic Canton Viaduct



Middleboro



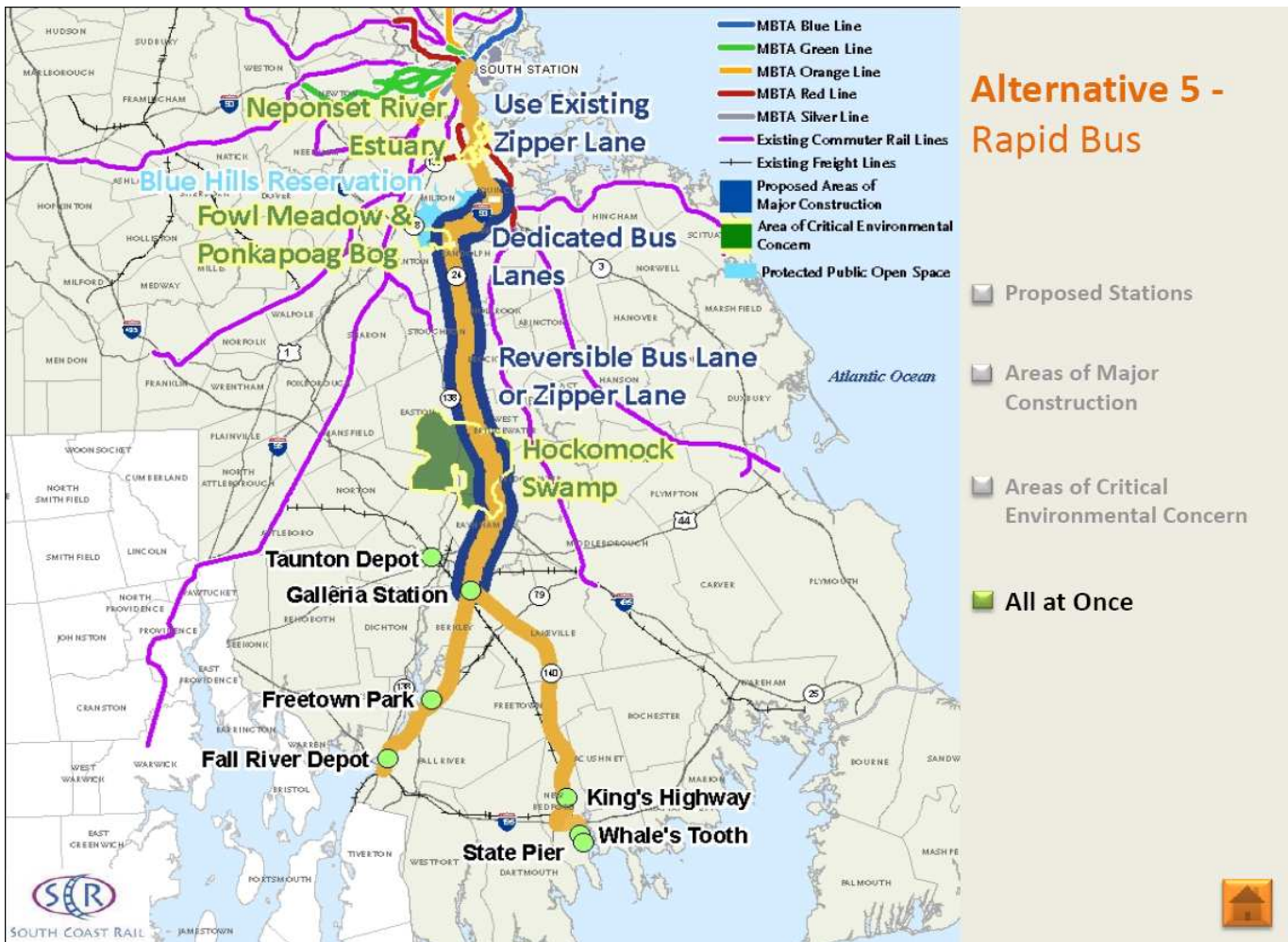
Attleboro & Middleboro



STOUGHTON

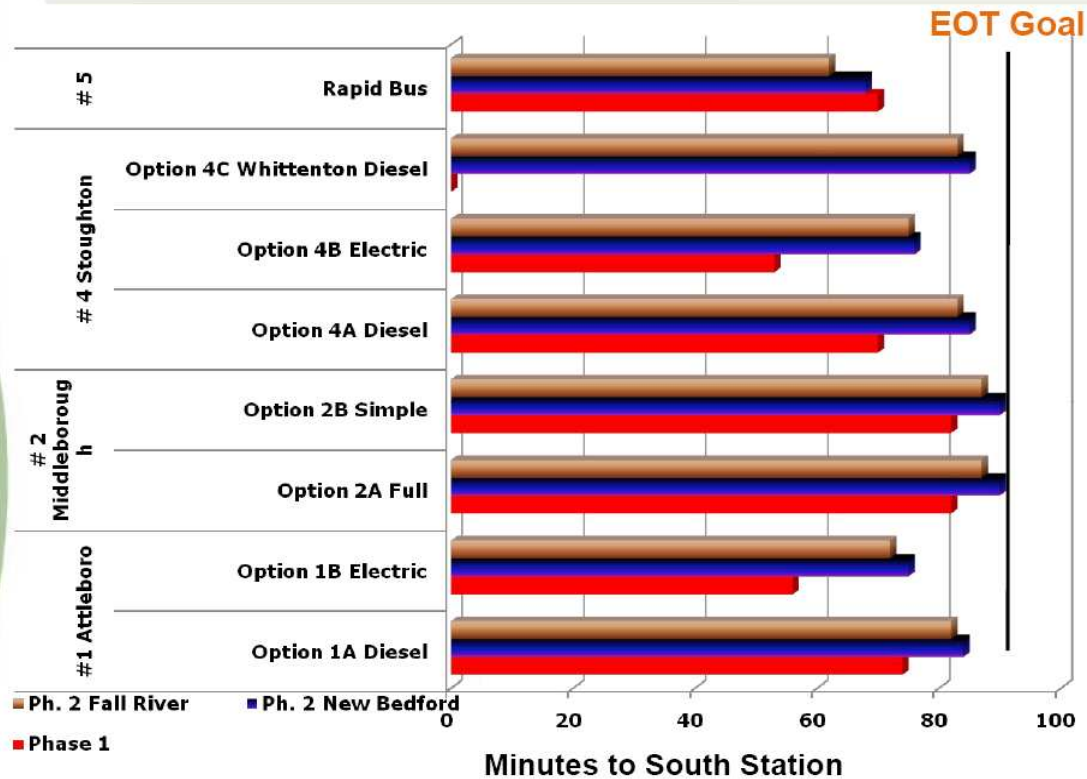


RAPID BUS



Travel Times

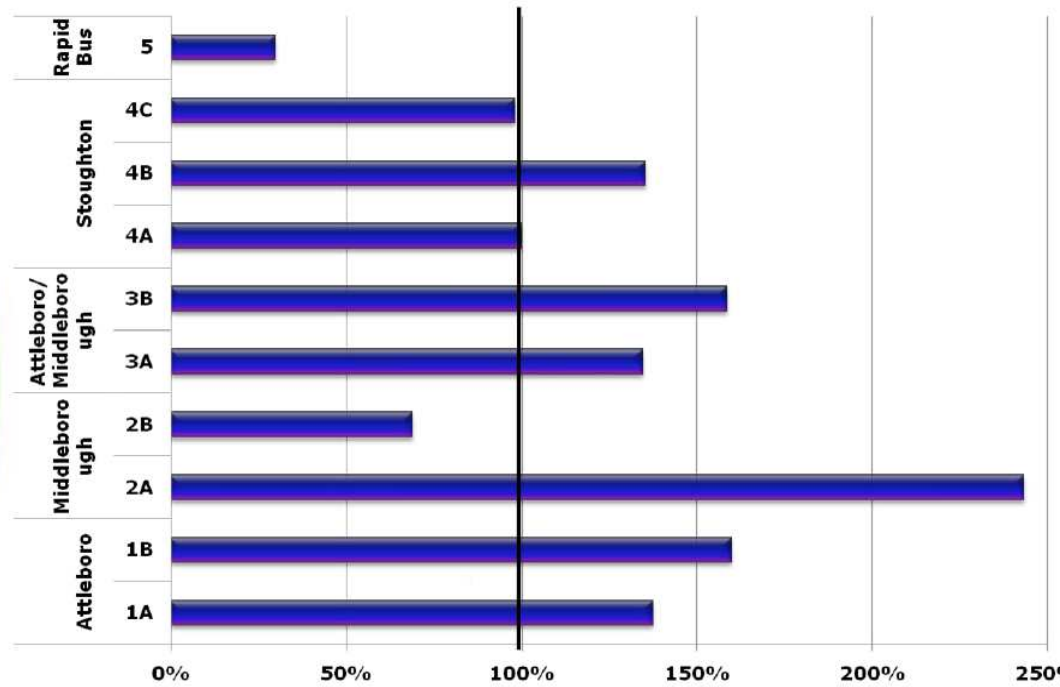
Travel Times



Cost

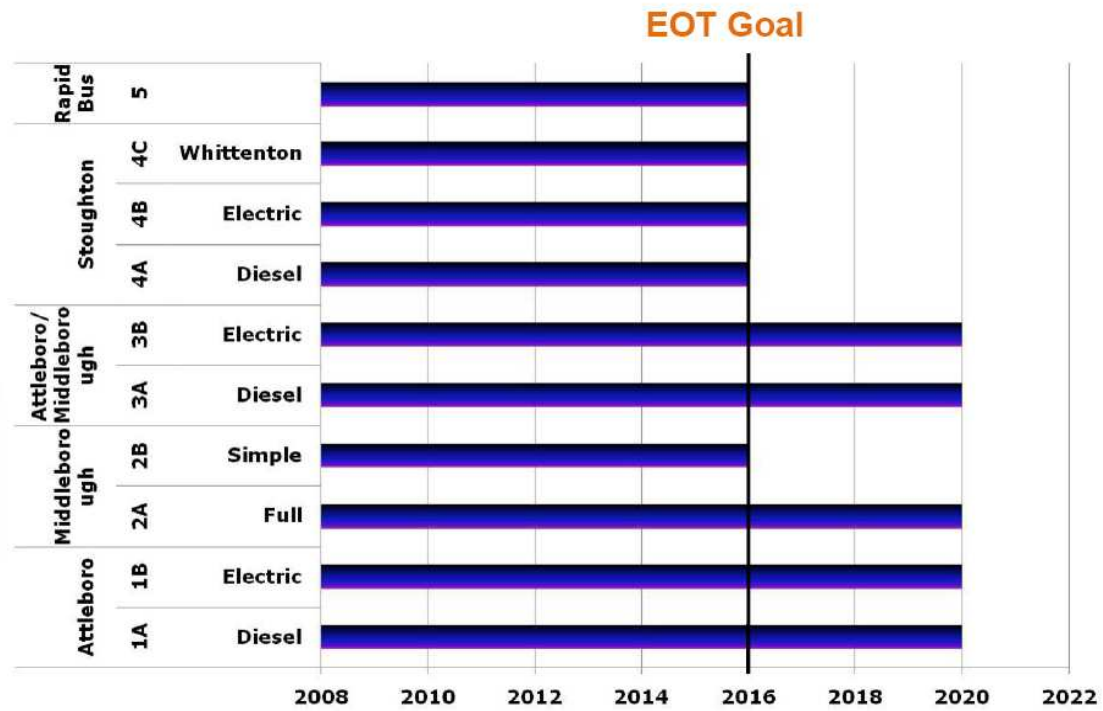
Cost

EOT Goal



Schedule

Schedule



IF THE PURPOSE WERE TO GET PEOPLE
TO BOSTON FROM FR & NB THE
SOLUTION HAS BEEN SHOWN

**BY FAR, THE BUS IS
FASTER AND CHEAPER
AND CAN BE BUILT ON SCHEDULE**

IT CERTAINLY WON'T SATISFY A
CAMPAIGN PROMISE

BUT WHAT ABOUT USING TAX \$
WISELY

**THE STATE ADDED ECONOMIC
DEVELOPMENT TO THE PROJECT
PURPOSE**

AND WILL ARGUE THAT THE BUS
DOESN'T PROVIDE ENOUGH
ECONOMIC OPPORTUNITIES

OF COURSE, IF THE INTENT WERE
TO IMPROVE THE ECONOMY OF
FR & NB, THEN A TARGETED
ECONOMIC STIMULUS PROGRAM
IN THAT AREA WOULD BE MOST
EFFECTIVE.

BUT THAT HAS BEEN REJECTED

Project Purpose

Link Boston with FR & NB

2.1 Project Purpose

The purpose of the South Coast Rail Project is to more fully 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.

The Basic Project Purpose that the Corps will use in evaluating alternatives in its Section 404 permit review is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts.

- **EOT – Transportation, smart growth, development,**
- **USA C/E – Transportation and environmental protection**

**LET'S LOOK AT THE
STATE'S HISTORIC
TRANSPORTATION
DECISION-MAKING
SKILLS**

Fiscal Problems the State must address

Transportation Study in 2007

**\$17 Billion shortfall to fix roads
bridges and public transit;**

**not for capital improvements or
expansion**

**Globe Editorial (Fri 11/21/08) put
the figure at \$19 Billion.**

MBTA on Brink of Bankruptcy

Needs State bailout just for
operating expenses

NOT FOR CAPITAL

IMPROVEMENTS

This is not included in above
2007 Report.

THE STATE SEEKS TO MAKE MANY
SYSTEM EXPANSIONS:

The Urban Ring, The South Coast Rail, Wareham and the Cape, How to move people around Route 128, & Several Western expansion projects

EOT Freight Rail Study due June 2009

State just raised
MBTA Parking fees
Plans to raise gas tax

THIS SEEMS WISE - BUT

People don't trust State to

use this money wisely

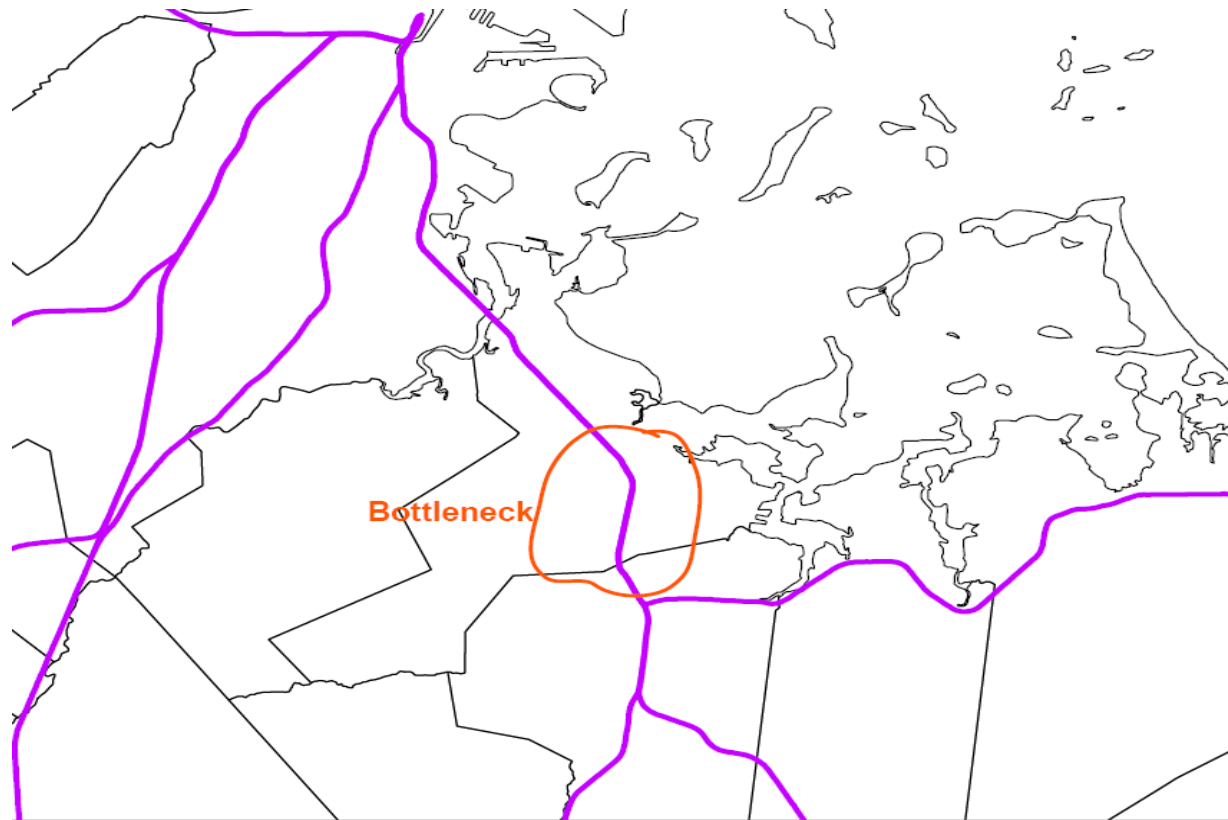
AND WITH GOOD REASON

AS YOU'LL SEE

History

Administrations in the 1960s and 1970's took over a 4-track right of way through Braintree and Quincy to Boston's South Station and used all except one train-track width for Red Line service and **created a bottleneck on the COMBINED Greenbush, Middleboro, Plymouth Routes**

Quincy Adams-Quincy Center Bottleneck



History

FROM THE MID 1990S THROUGH 2007 STATE SPENT OVER A BILLION \$ TO CREATE THREE TRAIN ROUTES OVER THE REMAINING SINGLE TRACK

(1) the Brockton - Middleboro line opened in September 1997 that is being considered for expansion to Wareham, and beyond to Cape Cod;
(2) the Plymouth - South Weymouth line (built in part to relieve traffic on Route 3) opened in 1997;
and

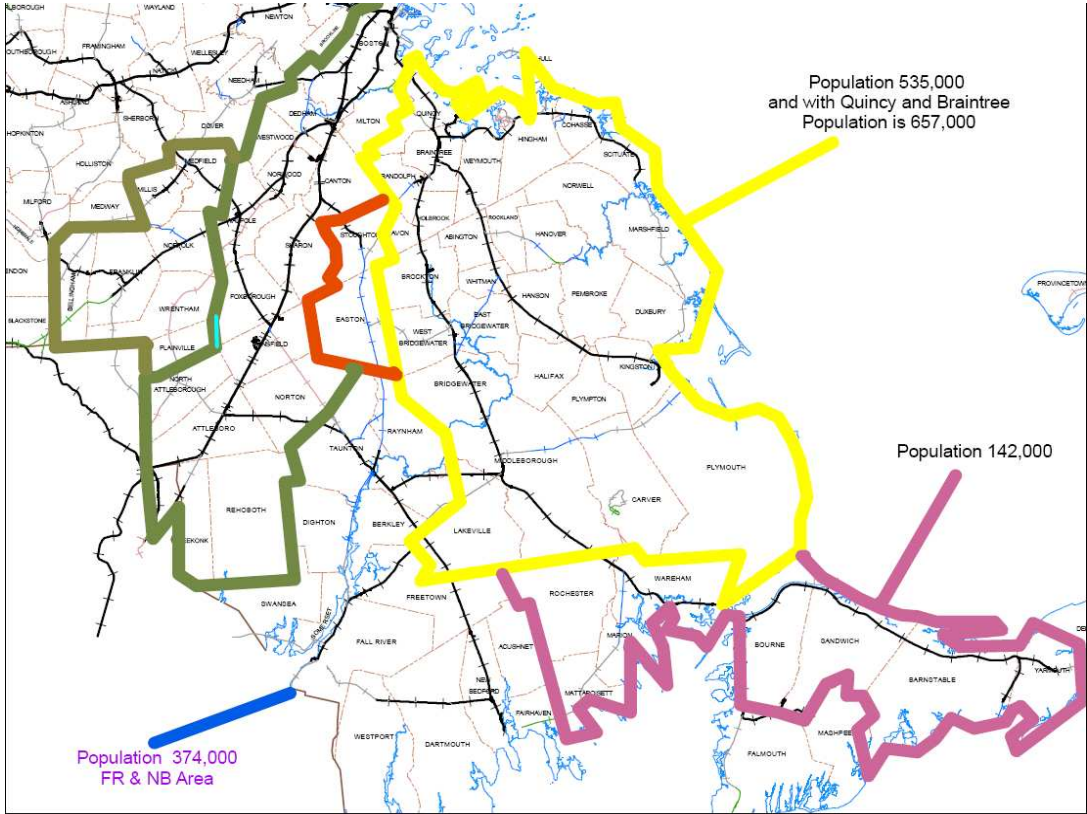
(3) the Hingham - Scituate - Greenbush line that (at great expense and controversy) just opened in October 2007.

History

BUT

Only three more rush-hour trains can get through bottleneck

Populations that could be Served below Bottleneck



ABOUT 1.2 MILLION
POTENTIAL RIDERS LIVE
BELOW THIS BOTTLENECK
THAT'S ABOUT 1/5TH THE
STATE POPULATION

**BUT THE STATE DOESN'T WANT
TO BREAK THE BOTTLENECK
PREFERRING TO SERVE ABOUT
400,000 POTENTIAL RIDERS**

Governor's Position

State House News

PATRICK STICKS WITH PLAN TO FUND SOUTH COAST RAIL THROUGH NEW JOBS

November 19, 2008

Gov. Deval Patrick said he still believed a new \$1.4 billion commuter rail between the South Coast and Boston could be paid for through new jobs created along the rail corridor, in the wake of uncertainty voiced by his transportation chief, Bernard Cohen. "I lit up his phone," Patrick told reporters. "I think he is feeling like there may have been a little bit of miscommunication there. I think that the question is are the jobs going to come as the bills come for that project, and that was always an issue. But we have got to have and we will have an economic plan for that corridor, and it's the way we ought to be thinking ... about all of our transportation investments, in my view."

As the News Service reported Monday, Cohen told a transportation forum last week, "I would say that that may turn out to be the best example we have of ... looking at ways in which we can not start with the transportation piece of it, but really start with the land use and economic development piece of it, and see how we can organize that in a way that will create value, that will support the rail extension and will, eventually, we hope, provide a funding source for the project," He went on, "It won't pay for the project, but it is, I would say, the best example we have right now of looking at the nexus between land use, economic development, finance and transportation." Kristina Egan, the official overseeing the South Coast rail project, told a Taunton newspaper that indications of a retreat from the policy of a jobs-funded rail were erroneous. | **3:00 PM**

IF WE TOOK THE GOVERNOR AT
HIS WORD,
**THAT WE MUST HAVE AN
ECONOMIC PLAN TO MAKE
TRANSPORTATION INVESTMENTS,
THEN THE MATH IS CLEAR
BREAK THE BOTTLENECK**

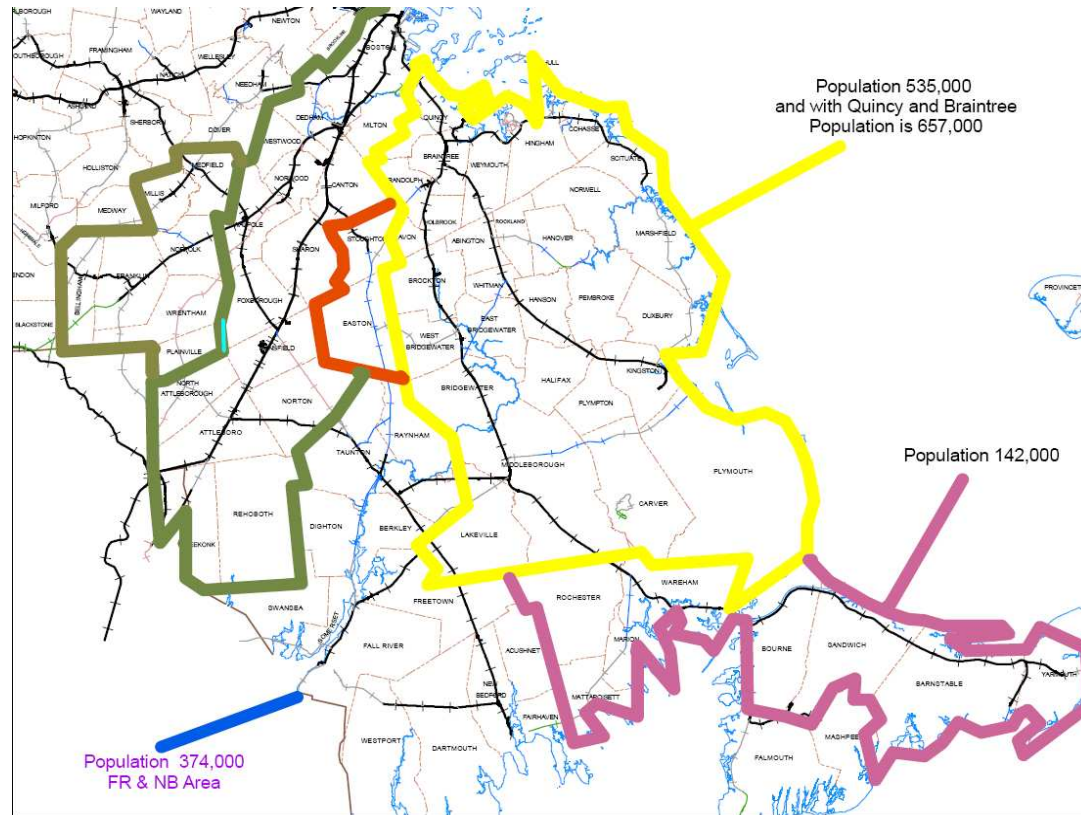
IF YOU'RE COMFORTABLE SERVING
400,000 PEOPLE FOR \$1.4 BILLION,
THEN YOU CAN SERVE 1.2 MILLION
PEOPLE FOR UP TO \$4.2 BILLION.

EOT COST ESTIMATE TO BREAK
THE BOTTLENECK IS ABOUT \$3.4
BILLION

**HAVE YOU NOTICED THERE ARE
NO RIDERSHIP ESTIMATES?
THIS IS A “BUILD IT AND THEY
WILL COME PROJECT” –
HARDLY A PROJECT BASED ON
A HARD ECONOMIC PLAN**

TRUST

The AMTRAK line with MBTA service is very close to capacity



Look at an Option not proposed

• **SHARE COST OF THIRD
TRACK WITH AMTRAK**

- This bottleneck ALSO must be broken
- Less total State cost than if done by one entity
 - **ATTLEBORO OPTIONS 130-160% OF COST GOAL. IF COST SHARE WERE 50-50, THEN THIS COST WOULD SATISFY STATE GOAL ... BUT WOULDN'T MEET SCHEDULE**
- Environmental impact will occur in the future

THE GOVERNOR COULD CHOOSE
TO BUILD THE BUS LINE FOR \$500
MILLION, CALL BARNEY FRANK OR
BARACK AND OFFER THE OTHER
\$900 MILLION TO AMTRAK TO FIX
ITS LINE IF THE FEDS WILL PAY THE
REST

BUT THAT MAY BE TOO SIMPLE
AND WOULD FIX TWO PROBLEMS
FOR THE PRICE (TO THE STATE) OF
FIXING ONE

IT WOULD ALLOW PRIVATE BUS
LINES TO OPERATE ON THE HOV
LANE SHORT AND LONG TERM
**AND IT WOULD PROVIDE LONG-
TERM TRAIN SERVICE TO FR & NB
AS WELL AS BETTER TRAIN SERVICE
OVERALL**

State transportation blunders have created a fiscal crisis and at least one costly transportation bottleneck

The State doesn't want to tip the AMTRAK line beyond it's capacity and have to pay for the fix.

- **Result: Stoughton will take the hit.**
- **BUT IF THE GOVERNOR STEPPED UP AND FIXED EITHER PROBLEM,**
- **STOUGHTON WOULD BE FREE OF THE BURDEN**

BUT IT IS CLEAR
THE STATE, ON ITS OWN, WON'T
FOLLOW ITS OWN LOGIC AND
BREAK THE BOTTLENECK TO SERVE
1.2 MILLION PEOPLE

**SO POINT OUT THE EASE OF
FIXING THE PROBLEM BY
WORKING WITH AMTRAK
DON'T ALLOW ATTLEBORO -
AMTRAK OPTION TO BE
DROPPED**

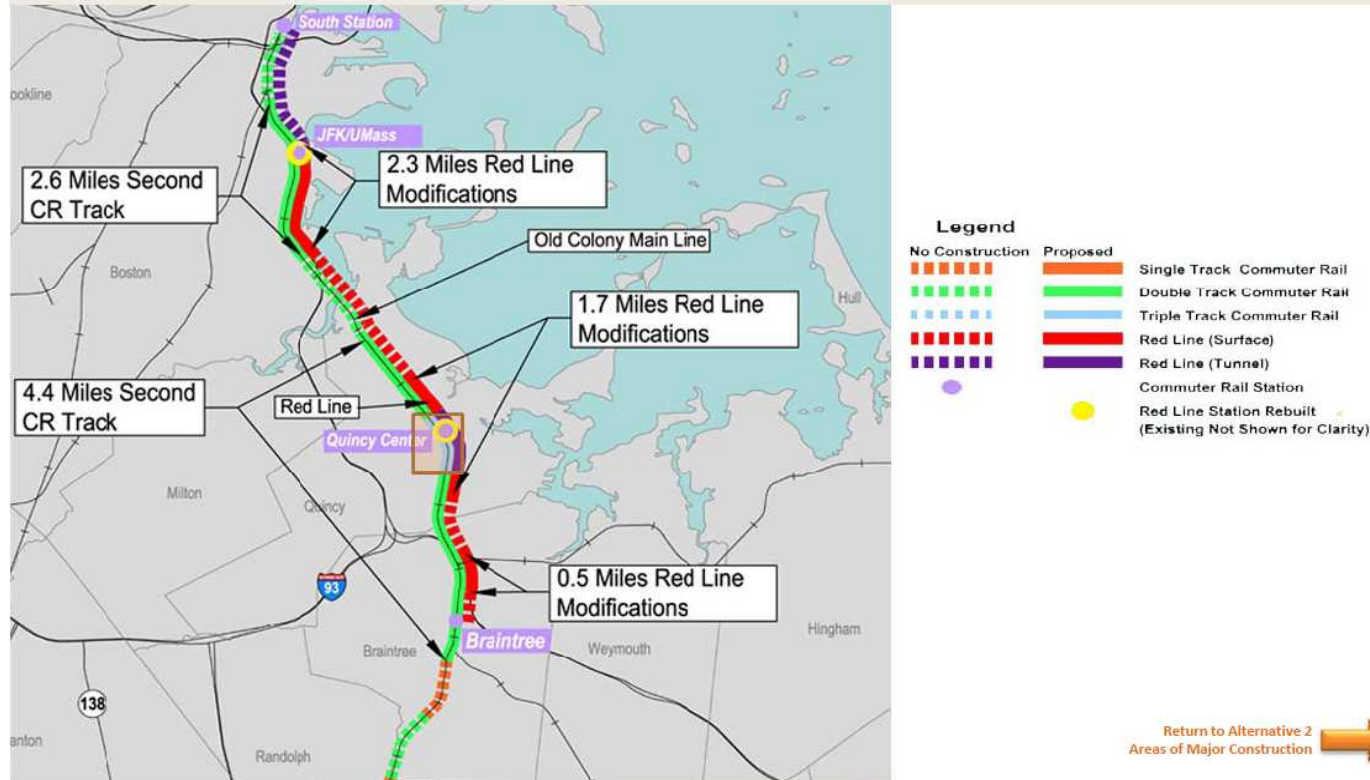
SO FOCUS ON MIDDLEBORO
ROUTE
DON'T LET THE GOVERNOR
DROP FIXING BOTTLENECK
THIS IS MORE COMPLEX

- What has to be done
- Area of Service
- Other major near-term projects

Middleboro improvements

Middleborough

Infrastructure Improvements



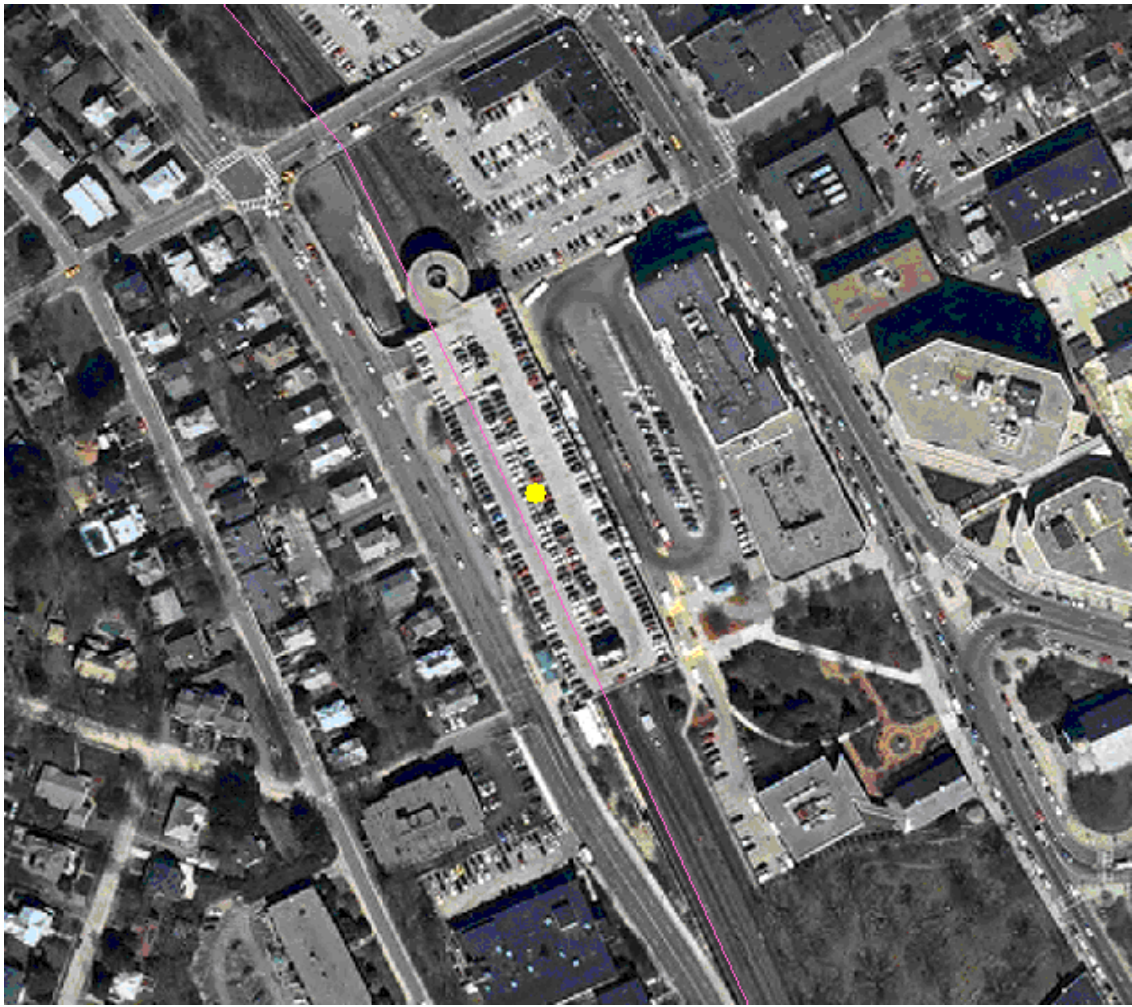
Middleboro Tunnel

Quincy Center Station
Tunnel Section



Return to Alternative 2
Areas of Major Construction →

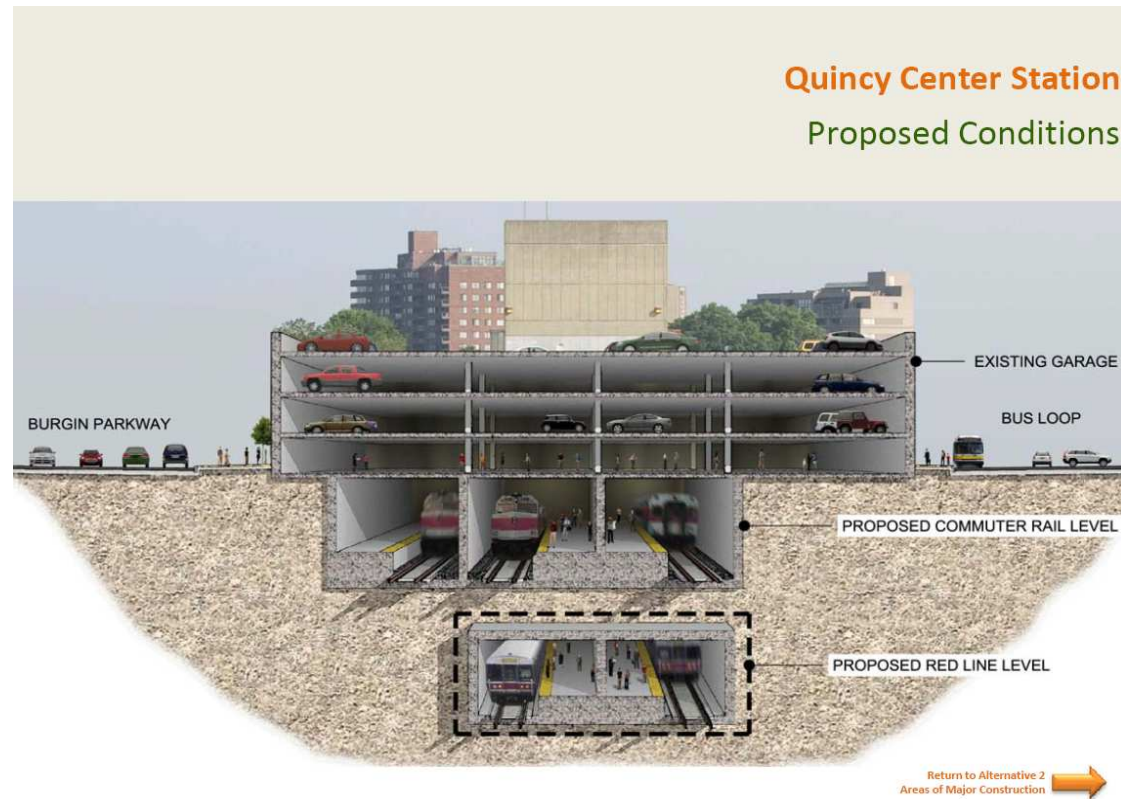
Quincy Center Station Orthophoto



Quincy Center now



Quincy Center Proposed Tunnel



Middleboro – Wampanoag Casino

- Federal Government decision next Spring
– likely to approve
- 3 years for construction (projected)
- Projected annual revenue \$1 Billion
- State share (estimated \$250 MILLION/yr)
- **WILL ADD DEMAND ON BOTTLENECK**

WEYMOUTH NAVAL AIR STATION REDEVELOPMENT

- RESIDENTIAL AND BUSINESS ON RAIL LINE
- STATE HAS TOUTED THIS AS MAJOR SMART GROWTH & ECONOMIC DEVELOPMENT
- WILL ADD DEMAND ON THE BOTTLENECK

STOUGHTON ROUTE – WHAT SHOULD THE TOWN BE LIKE IN 20 – 40 YEARS

- I'd want the electric option scoped out and planned for – less pollution, quieter, faster, likely in long-run
- Make sure passengers and pedestrians can get across tracks safely (Sharon has bridge – Canton has a monstrosity)
- Make sure train and car/truck traffic can coexist, few or no grade crossings
- Make sure current residents homes are protected – Can almost touch houses on Greenbush line – **take the trip**

STOUGHTON REQUIREMENTS?

- Depress rail from about Simpson Street to beyond Plain Street
- Re-route Route 27 to avoid cross traffic
- Create (probably) two streets parallel to Rte 138 to develop better downtown development configuration
- AND Bring a large governmental agency to downtown
- **STATE WILL OFFER A FIRE TRUCK & A THANKS**

The plan for rail in New Bedford calls for the train to be elevated at the downtown Whale's Tooth Station.

**CLEARLY IT IS EASIER FOR THE STATE TO
RAM SOMETHING LIKE THIS THROUGH
STOUGHTON THAT THROUGH HINGHAM
(FOR INSTANCE).**

- **Stoughton should be able to get immediate relief: the track depressed, roadway improvements, and more if the train comes to us.**
- **AND WE SHOULD GET SIGNIFICANT ANNUAL COMPENSATION FOR THE LIFE OF THE LINE. After all, there are better options.**

**YOU MAY WANT TO CONTACT THE
EASTON SELECTMEN.**

**THE SITTING BOARD VOTED 4:1 TO
FIGHT THE TRAIN.**

STATE SCHEDULE

- CLOSE OF COMMENTS ON ENF/NOI: 1/9/09
- DECISION (by CoE) OF ALTERNATIVE TO CONSIDER IN FULL: Late Spring 2009
- PUBLISH DEIR: Spring 2010
- BEGIN DESIGN: 2010
- BEGIN CONSTRUCTION: 2012
- BEGIN SERVICE: 2016

REMEMBER:

THE CLOSING DATE FOR

PUBLIC COMMENTS IS

1/9/09.

RECALL – AT THE BEGINNING OF
THIS PRESENTATION:

PROJECT IRRATIONAL

- SYSTEM HAS LIMITED PUBLIC
SERVICE BENEFIT
- ADMINISTRATION FACING HUGE
FISCAL AND TRUST PROBLEMS

State House News

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November 19, 2008

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I THINK WE OUGHT TO TELL THE GOVERNOR THAT HIS TRANSPORTATION PLAN HAS TO INCLUDE THE 1.2 MILLION PEOPLE ON THE SOUTH SHORE, THE CAPE AND THE FR & NB AREA. IF HE THINKS ABOUT THE TRANSPORTATION INVESTMENT LIKE THAT, HE'LL CHOOSE TO FIX THE BOTTLENECK. OR HE CAN PICK UP THE PHONE AND CALL AMTRAK

THIS IS A TIME TO TALK WITH YOUR
POLITICAL CONTACTS AT THE STATE
AND FEDERAL LEVEL.

THE OBAMA ADMINISTRATION IS
PLANNING AN ECONOMIC STIMULUS
PACKAGE.

I DON'T THINK STOUGHTON NEEDS
THIS KIND OF STIMULATION

QUESTIONS?

YOUR VIEWS?

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or by hand delivery