Mitt Romney, Governor
Kerry Healey, Lieutenant Governor
Daniel A. Grabauskas, Secretary, Executive Office of Transportation and Construction, and MBTA Chairman
Michael H. Mulhern, General Manager, Massachusetts Bay Transportation Authority

MBTA Planning Department
Dennis A. DiZoglio, Asst. General Manager for Planning and Real Estate
Joseph M. Cosgrove, Director of Planning

Project Managers
Stephen M. Woelfel, Manager of Long-Range Planning, MBTA
Clinton Bench, Manager of Transit Service Planning, CTPS

Contributors
Jonathan Belcher
Jonathan Church
Thomas Humphrey
Vijay Mahal
Anne McGahan
Mary McShane
David Mohler
Scott Peterson
Steven Santa Maria
Pamela Wolfe

Cartography
Kenneth A. Dumas

Cover Design
Kate Parker

Document Design
Jane M. Gillis

Photography
Carol Gautreau Bent
Kenneth A. Dumas

The preparation of this document was supported by EOTC FTA §5303-3C Transit Planning Contracts MA 80-012, 80-013, and 80-014, and MBTA Planning Contract X94PS10.

Prepared for the Massachusetts Bay Transportation Authority by the Central Transportation Planning Staff
CTPS is directed by the Boston Metropolitan Planning Organization. The MPO is composed of state and regional agencies and authorities, and local governments.

May 2003, Revised January 2004
Acknowledgment

The Massachusetts Bay Transportation Authority wishes to recognize the substantive contributions made by the Program for Mass Transportation Working Committee. This dedicated group of agency and community representatives, through its active engagement and professional approach to deliberations, provided highly insightful guidance and useful input. Members’ commitment to developing a forward-looking regional vision and their ability to articulate the considered views of the organizations and public they represent was of great value in the development of this PMT. Many thanks are extended to each member organization and the representatives.

Michael Mulhern
General Manager

PMT Working Committee Members

Access Advisory Committee to the MBTA
Philip Beaulieu, Elizabeth Dillard, James Oliver
  City of Boston
  Vineet Gupta
  City of Chelsea
  John DePriest
  City of Somerville
  Stephen Post, Stuart O’Brien

Conservation Law Foundation
Seth Kaplan, Toni Hicks, Scott Darling

Department of Housing and Community Development
Bill Reyelt

Executive Office of Environmental Affairs
Deirdre Buckley

Executive Office of Transportation and Construction
Astrid Glynn, Todd Fontanella

Massachusetts Bay Transportation Authority
Dennis DiZoglio, Joseph Cosgrove, Stephen Woelfel

MBTA Advisory Board
Paul Regan, Noah Berger

Metropolitan Area Planning Council
Barbara Lucas
ReBuildit Collaborative
Curtis Davis

Regional Transportation Advisory Council
Bill Deignan
Town of Burlington
Eleanor O’Connell

Town of Sharon
George Bailey
T Riders Union
Khalida Smalls
NORTH–SOUTH RAIL LINK

Description

This project would provide a connection through downtown Boston between the rail lines that terminate at North Station and those that terminate at South Station, allowing through-routing of trains between North Side and South Side lines.

Capital Features

This project would consist of a four-track tunnel over one mile long, with new underground stations in the vicinities of North Station, South Station and a new central station near the Aquarium rapid transit station.

| Capital Cost | $8.7 billion (MBTA Planning Dept. estimate) |
| Operating Cost | $231,000 per weekday (including service changes on entire commuter rail system directly related to the Rail Link) |
| Daily Ridership Increase on Mode | 96,100 |
| Net Increase in Daily Transit Ridership | 54,400 |
| Capital Cost per New Transit Rider | $160,100 |
| Operating Cost per Wkday/New Transit Rider | $4.20 |
| Capital Cost/Travel Time Benefit | $490,700 per hour |
| Operating Cost/Travel Time Benefit | $13.00 per hour |
| Travel Time Savings | 17,730 hours per weekday |

Assessment

Overall, this project is rated high-priority. It would attract the largest numbers of commuter rail riders and new transit users of all commuter rail projects examined for the PMT. In absolute terms, it would be by far the costliest project examined, but because of the high ridership, the cost per new transit rider would be at the upper end of the mid-range among commuter rail projects. It would improve distribution of commuter rail passengers within downtown Boston, open up new possibilities for travel between points on North Side and South Side commuter rail lines, improve efficiency of train operations, and help relieve capacity constraints at the Boston terminals. It would result in the largest absolute travel time savings of any commuter rail project examined for the PMT. It would also be beneficial to projects to restore intercity rail passenger service to points north of Boston, both within Massachusetts and beyond. Consequently, it is expected that it would be funded at least in part through sources dedicated for intercity transportation improvements. It is rated high priority in economic and land use impacts because the new central station would be in a state-designated revitalization area, where local plans call for mixed-use transit-oriented development. This would include industrial and high-density residential uses.