

SOUTH COAST RAIL MILESTONES

1958 Rail service from Southeastern Massachusetts to Boston via Stoughton is discontinued after more than 100 years of continuous service.

1980s Governor Michael Dukakis initiates planning for restoring rail service to Fall River and New Bedford.

Feb. 1992 Governor Weld promises commuter rail service to Fall River and New Bedford stating, "Sue me if it doesn't happen."

April 2002 Final EIR approving Stoughton route is issued; Secretary of EOEAA requires establishment of a "Growth Task Force."

April 4, 2007 The South Coast Rail Plan for Action is released by newly-elected Governor Patrick; restarts planning process from the beginning. Project named "South Coast Rail."

April 2008 MassDOT and MBTA complete Phase 1 of the project's state and environmental review. Sixty-five alternatives narrowed to five with mode options.

August 2009 South Coast Rail Economic Development and Land Use Corridor Plan to guide development in the Corridor is released.

April 2010 MassDOT receives a \$20 million grant from the Tiger I program to replace three rail bridges in New Bedford. Project completed in November of 2011, four months ahead of schedule.

June 2010 MassDOT purchases 30 miles of railroad right-of-way from CSX, from Cotley junction in Taunton to Fall River and New Bedford.

Sept. 2010 Governor Patrick issues Executive Order 525 to State agencies to align investments in infrastructure and land preservation with the South Coast Rail Corridor map.

Oct. 2010 Massachusetts receives a \$32.5 million grant to support the design phase of South Station's expansion project.

March 2011 Draft Environmental Impact Statement/Report issued jointly by MassDOT and the U.S. Army Corps of Engineers.

Feb. 2012 Three-year retrospective report issued by the South Coast Rail Interagency Working Group, highlighting that state investments along the Corridor, approaching \$1 billion, aligned well with Executive Order 525.

Jan. 2013 "The Way Forward – A 21st Century Transportation Plan" released by MassDOT. The plan calls for a 10-year, \$13 billion capital improvement plan that includes South Coast Rail as a strategic expansion project.

Sept. 2013 Final Environmental Impact Statement/Report jointly issued by MassDOT and the U.S. Army Corps of Engineers.

Nov. 2013 Secretary Sullivan of EOEAA issues his Certificate, noting that the project adequately and properly complies with the Massachusetts Environmental Policy Act (MEPA), setting the stage for the project to advance engineering design and permitting, and outlining ongoing monitoring and public engagement.

Dec. 2013 Public Benefits Determination issued by Secretary Sullivan of EOEAA.

Winter 2013 Work on Early Action Items (projects of independent utility to South Coast Rail) defined to include 5 grade crossing upgrades and four rail bridges: all work to be completed within two years.

Winter 2013 Commencement of tie and ballast work in the "Southern Triangle (Cotley Junction to Fall River and New Bedford); work will provide an immediate benefit to expanding freight sector and future benefit for passenger rail service.

Jan. 2014 MassDOT releases its \$12.4 billion draft 5-Year Capital Improvement Plan, which includes \$254 million for South Coast Rail, including the early actions and the retention of a Construction Management/Program Management team.

April 2014 Governor Patrick signs the \$12.7 billion Transportation Bond Bill, fully funding South Coast Rail.

June 2014 MassDOT awards 10-year, \$210 million contract for Program and Construction Management, moving the project from planning into construction.