



I-90 ALLSTON INTERMODAL PROJECT

Update Presentation

September 17, 2018

Welcome



Today we are going to:

- Provide an update on the many ongoing elements of Allston/I-90 project
- Define timelines and responsibility for each project element
- Describe the current public outreach process for the project
- Hear your ideas and concerns and discuss next steps

Project Elements

The different elements of the Allston/I-90 project are:

- **Development of the Final Environmental Impact Report**
 - To include re-do of bus and rail concepts and analysis
- **Independent Review Team for the “Throat”**
 - 90-Day evaluation of design concepts
- **Ongoing Transit Studies**
 - Early Action Study of Current Allston Public Transit Network
 - City of Boston Allston/Brighton Mobility Study
 - Long-Term Study of Build-Out/Public Transit Scenarios for Beacon Park Yard
- **Development of a Project Finance Plan**
 - Underway, but in early stages



Final Environmental Impact Report

FEIR Status and Schedule

- The MassDOT design team (**Project Manager – Mike O'Dowd**) is advancing those portions of the project that are outside of the "throat"
 - Street Grid
 - Rail Yard
 - West Station
- The project schedule has been adjusted to account for the 90-day Independent Review
 - Anticipate filing joint MEPA/NEPA **late Spring 2019**
 - Environmental permits will be filed **in Fall 2019**
 - D/B procurement **throughout 2020** (LOI in Jan.; RFQ in Spring; RFP in Fall)
 - Award anticipated in **first quarter of 2021** with construction start **in Spring**
- This schedule is somewhat dependent on how much the preferred alternative differs from the design concepts in the DEIR

FEIR – Transit Analysis

- Both the FEIR team and the Independent Review Team are designing the highway elements to ensure flexibility for decisions to be made on the transit elements
 - The size of West Station and its bus connections (initial and expanded)
 - The location of West Station (the so-called flip)
 - The implications for railroad operation (WML, Layover, GJR)
- CTPS model calibration for the FEIR is scheduled to **begin in October**
 - Incorporating new land use projections from MAPC
 - Using new commuter rail counts for the Worcester Line
 - Ultimately will include rail and bus schedules currently being developed for West Station

FEIR – Transit Analysis Service Assumptions

- **MBTA Railroad Operations is developing potential future schedules incorporating West Station service**
 - Working in close collaboration with the Worcester Line Working Group
- **New bus/shuttle concepts will be incorporated into the FEIR transit analysis**
 - The MassDOT Design Team will work in close collaboration with stakeholders (MBTA Bus Service Planning, City of Boston, MAPC, Harvard/Boston University)
- **A range of options will be used to develop the concept for West Station**
 - Initial service and possibility to expand in the future



Independent Review Team

Independent Review Team - Scope

- The Independent Review Team (**Project manager- Jack Wright**) is focused on the 'throat' area
 - Boston University Bridge on eastern edge
 - Near Agannis Way on western edge
- **Charge:**
 - Create evaluation matrix to inform MassDOT decision-making
 - Meet with all project stakeholders for input on design concepts and matrix
 - Develop 'best' at-grade and viaduct design concepts, to be presented to the MassDOT along with completed matrix
- **No recommendation will be made by IRT**
 - The matrix will present facts - not draw conclusions
- **90-day review - September 28, 2018** deadline for submission of a draft report to the Secretary

I-90 Allston Independent Review Team - Evaluation Criteria - Throat Options

Constructability		Cost		Environment		Permitting		Multimodal Connectivity		Public Realm		Resiliency		Safety and Operations	
Criteria	Measures	Criteria	Measures	Criteria	Measures	Criteria	Measures	Criteria	Measures	Criteria	Measures	Criteria	Measures	Criteria	Measures
Construction timeframe	# Years and months	Construction cost	Estimated construction costs (including non-capital construction costs such as rail detours during construction)	Permanent effects on designated historic resources	Amount of impacts / benefits	Risk of not receiving necessary permit(s)	High / Medium / Low	Impact (if any) on West Station constructability/ expandability	Impact Y/N	Accommodates filed land use plans for project area (including any air rights development plans)	Y/N	Protects key components of project from flood impacts	# Facilities impacted / Mapping of key components relative to flood elevations	Effects on safety for I-90	Presence of safety elements per lane mile / Safety model analysis
Effects on ramp connections for I-90 and SFR	Y/N / Service interruption duration / User delays (hours)	Life-cycle cost	Estimated life-cycle cost for each option	Temporary effects on designated historic resources	Amount of impacts	Risk of permitting delay	High / Medium / Low	Number of N-S access points to river for peds/bikes	# Connections / Travel time to destinations	Effects on noise impacts (both sides of river)	Change in noise impacts on receptors / Mitigation feasibility	Addresses stormwater runoff impacts from future rainfall projections	BMPs included / Amount of space available for BMPs / Drainage sized for future projections	Effects on safety for SFR	Presence of safety elements per lane mile / Safety model analysis
Effects on current rail service to Grand Junction	Service interruption duration / User delays (hours)	Need to acquire/take property	Estimated cost of acquisition	Permanent effects on parks/open space	Amount of impacts / benefits	Able to meet all state wetlands regulatory requirements without variances	Y/ Variance required	Provides minimum 50 mph railroad design speed	Y/N	Effects on visual quality of the riverfront and other open spaces	Vegetation coverage / Vegetation types / Positive or negative man-made elements	Protects highway infrastructure from flood impacts	% Roadway inundated based on future flood projections	Effects on operations and maintenance on I-90	Shoulder width / Lane width
Effects on current rail service to Framingham/ Worcester	Single v. double track operation / Service interruption duration / User delays (hours)	Mitigation costs	Estimated cost range of required mitigation for permitting	Temporary effects on parks/open space	Amount of impacts	Able to meet all state wetlands regulatory requirements without variances	Y/ Variance required	Provides desired 79 mph railroad design speed	Y/N	Increases/ decreases navigable water sheet area available	Amount of increase/ decrease	Accommodates FHWA guidance on building of interstate highway in flood plain	Y/N	Effects on operations and maintenance on SFR	Shoulder width / Lane width
Effects on access to PDW during construction	Y/N / Service interruption duration / User delays (hours)			Permanent effects on wetlands	Amount of impacts / benefits	Existence of alternative with lesser impact to wetlands, tidelands, parklands or historic resources	Y/N, as applicable to specific permit	Maintains desired clearance (18'-6") over train operations	Y/N	Effects on physical quality of open space and PDW through amenities	Shade / Surface / Furniture	Amount of impervious surface created	Amount (acres)	Requires design exception from NHS Design Standards	Y/N
Complexity of staging	# Stages / Duration / Interruptions to service / Temporary structures required			Temporary effects on wetlands	Amount of impacts	4(f) parkland impacts	Amount of impacts, potential mitigation	Allows future 2- or 3-track operation on Grand Junction	Y/N	Effects on amount of open space in area	# Acres added			Accommodates addition of shoulders	Y/N
Risk of delay/cost increase due to uncertainty/ complexity	High / Medium / Low			Permanent effects on tidelands	Amount of impacts / benefits	Sect. 106 historic resource impacts	Amount of impacts, potential mitigation	Effect on future multi-modal connectivity	Potential for multi-use path connection to GJ railroad and N-S connections for bus/transit	Effect on quality of riverfront access points	Width / Material / Continuity of neighborhood feel			Allows separation of modes on PDW Path	Level of comfort (buffer or physical barrier / width of shoulder / width of path)
				Temporary effects on tidelands	Amount of impacts	Risk of I-90 inundation by 50-year flood	Y/N / Amount of risk								
				Effects on air quality	Roadway congestion / Stopped traffic / Active ventilation										

9/12/2018

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Independent Review Team – Stakeholder Outreach

- The Independent Review Team has met with the full spectrum of interested stakeholders:
 - City of Cambridge – July 11
 - Cambridgeport Neighbors – July 18
 - Federal Highway Administration – July 18
 - Harvard University – July 19
 - City of Boston – July 23
 - Charles River Watershed Association – July 24
 - Former Transportation Secretary Fred Salvucci – July 25
 - WalkBoston and Charles River Conservancy – July 25
 - A Better City – July 26
 - Boston University – July 30
 - Ari Ofsevit (Amateur Planner) – August 2
 - Department of Environmental Protection, Wetlands – August 3
 - Metropolitan Area Planning Council – August 3
 - Allston and Brighton Community Representatives – August 7
 - Department of Environmental Protection, Waterways – August 7

Independent Review Team - Next Steps

- Develop 'best' versions of highway viaduct, highway at-grade, and hybrid design concepts
- Complete analysis of design concepts
- Complete evaluation matrix
- **September 26th:** Present design concepts at Task Force meeting
- **September 28th:** Submit preliminary draft report to MassDOT
- **October 15th:** Presentation to MassDOT/MBTA Boards and release of draft report for public comment
- **October 17th:** Draft report presented at Task Force meeting
- 30-Day Comment Period



Ongoing Transit Studies

Early Action Transit Study

- With support from CTPS, MassDOT (**Project Manager – Caroline Vanasse**) is reviewing existing public transit challenges in Allston and developing recommendations for near-term improvements
 - The study is focused on bus service and the needs of current bus riders and will conclude before the end of the year
 - Findings will be presented to MassDOT/MBTA Board and Task Force **in December**
- This effort is closely aligned with the work of MBTA Service Planning, the Better Bus Project team, and the City of Boston
 - Built on work done by Livable Streets Alliance and the Allston/Brighton Health Collaborative
 - Coordinated with the City of Boston and their Allston/Brighton Mobility Study

Early Action Transit Access Study - Initial Findings

- Allston has some of the MBTA's highest ridership bus routes and stops.
- Data show that bus service in Allston does not consistently meet MBTA crowding and reliability targets, per the Service Delivery Policy.
- The amount of bus service scheduled has seen slight adjustments in the last decade but has not changed significantly.
- Allston bus routes experience significant delay on the following corridors:
 - Brighton Ave between Cambridge Street and Harvard Ave (impacts 57 & 66 bus routes)
 - Intersection of JFK Street and Memorial Drive in Cambridge through Anderson Bridge (impacts 66 and 86 bus routes)
 - Soldiers Field Road between Western Ave and River Street (impacts 70/70a bus routes)
 - BU Bridge (impacts 47 and CT2 bus routes)
- The study is currently exploring tools to improve the speed and reliability of bus routes in Allston such as bus lanes, transit signal priority, route design, and other transit priority improvement opportunities.



City of Boston Allston/Brighton Mobility Study

- The **City of Boston's** Allston/Brighton Mobility Study launched last week and is focused on identifying ways to improve mobility for all modes in the Allston/Brighton communities
 - Kick-off meeting was held September 12th
 - MassDOT had a board on our early action transit study and presented at the open-house to solicit feedback from the public
 - Consultant is not yet under contract
 - Study is expected to be completed **in 18 months** but effort may also identify early action items

Land Build-Out/Transit Study - Scope

- Working with MassDOT/MBTA and the City of Boston, the **Metropolitan Area Planning Council** will evaluate how to maximize the use of transit and other sustainable transportation modes within and through the future West Station area.
- The effort will study key transportation corridors to and from major population and employment nodes in Boston, Cambridge, and Brookline.
- The effort will evaluate different land use scenarios to determine what transportation interventions might be the most effective, both near-term (in the next 5-10 years) and long-term.

Land Build-Out/Transit Study - Timeline

- **Fall 2018:** Engage with stakeholders on development of technical methods
- **Winter/Spring 2019:** Engage with public and MassDOT/MBTA Boards on scenario development
- **Summer/Fall 2019:** Test scenarios and present results to public and MassDOT/MBTA Boards
- **Winter 2019/20:** Present final recommendations



Finance Plan

Project Finance Plan

- Finance Working Group established **(Project Manager – Scott Bosworth)**
 - Membership includes Director Poftak, Director Taylor, Director Aiello, Secretary Pollack
 - First meeting held in July
- Independent financial consultant (Ernst & Young) retained in July 2018
 - Capital plan due diligence
 - Review of best practices/alternate solutions used by peer DOTs across U.S. for similar projects
 - Identify options for advancing the various project components
- Working with the MassDOT Design Team, will develop detailed project timeline
 - Project phases (by component)
 - Prioritized funding needs and options
- Preliminary Finance Plan will be available for the next CIP cycle



Next Steps/Public Involvement

Upcoming Task Force Meetings

- The I-90 Allston Intermodal Project Task Force will be meeting multiple times this fall:
 - September 26th – Independent Review Team Update
 - Design Concepts
 - October 17th – Independent Review Team Final Presentation
 - Presentation and discussion of draft report
 - October 24th – FEIR Update
 - Revisions to the Street Grid Concept
 - Bicycle and Pedestrian Connectivity
 - November 14th – FEIR Update
 - Public Transit
 - Charles River Edge Treatments
 - Decision on Preferred Alternative
 - December 12th – FEIR Update
 - Construction Staging
 - Construction Phasing

Products Presented to the Board

- **October Joint Board Meeting**
 - Presentation of Independent Review Team Analysis (Matrix, Report, Cross Sections, Renderings)
- **November Joint Board Meeting**
 - Railroad and Bus Service Plan Alternatives
- **December FMCB Meeting**
 - Findings and recommendations of the Early Action Transit Study
- **Other Topics and Information for other Board Meetings?**