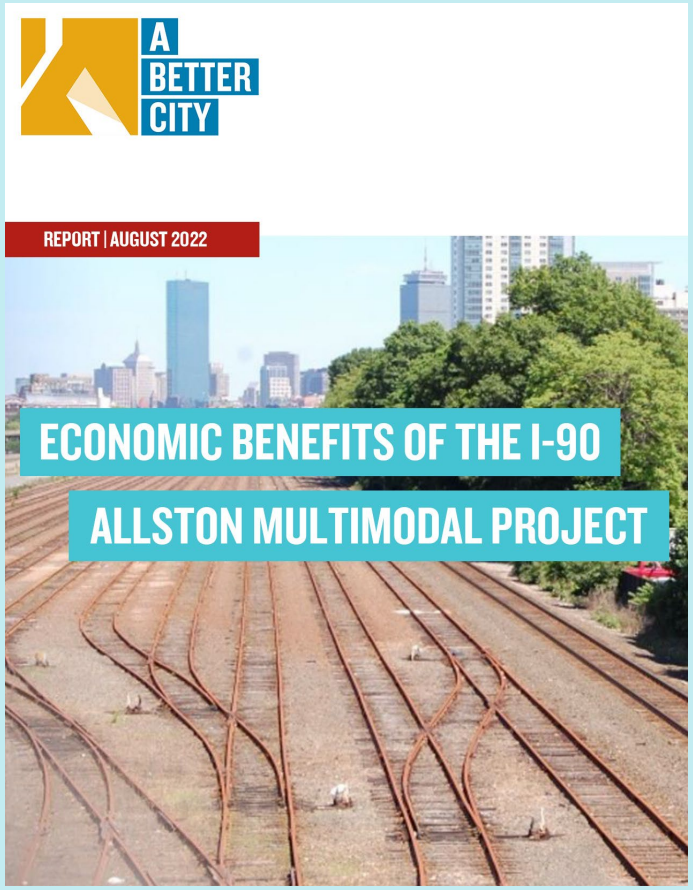
A BETTER CITY

AGENDA

I. Video
II. Key ABC Contributions
III. Current Project Status
IV. Critical Design & Staging Issues
V. Finance Plan Update

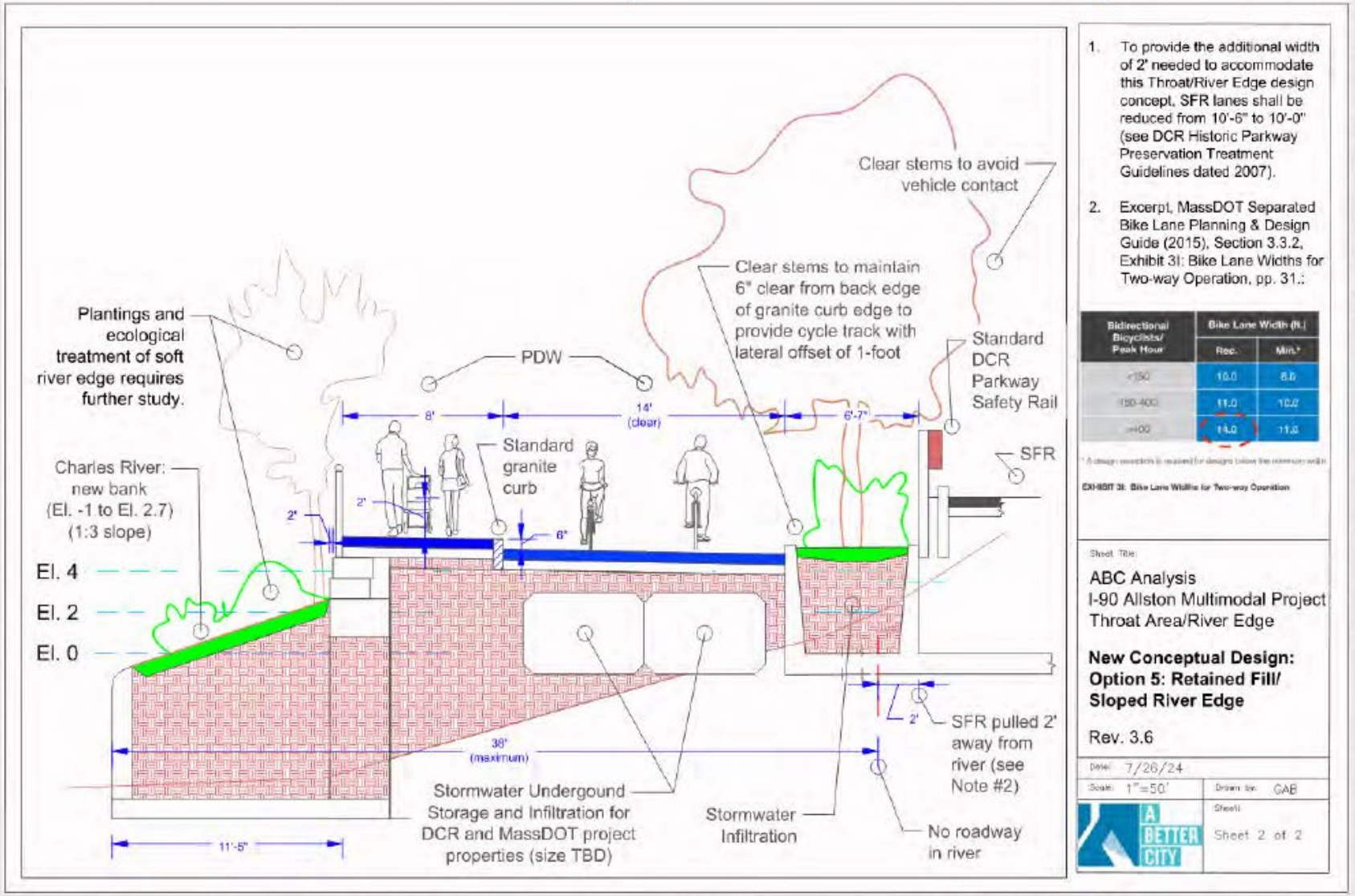

I-90 ALLSTON MULTIMODAL PROJECT:
THE TIME IS NOW

KEY A BETTER CITY CONTRIBUTIONS



- All At-Grade Design Analysis
- Economic Benefits Report with AECOM
- Federal Grant Application Benefit Cost Analysis
- Construction Staging Approach (ongoing)
- River's Edge Treatment (ongoing)

Throat - Previously Discussed Options (ABC Option)



1. To provide the additional width of 2' needed to accommodate this Throat/River Edge design concept, SFR lanes shall be reduced from 10'-6" to 10'-0" (see DCR Historic Parkway Preservation Treatment Guidelines dated 2007).
2. Excerpt, MassDOT Separated Bike Lane Planning & Design Guide (2015), Section 3.3.2, Exhibit 3I: Bike Lane Widths for Two-way Operation, pp. 31.:

Bidirectional Bicyclists/ Peak Hour	Bike Lane Width (ft.)	
	Rec.	Min.*
<150	10.0	8.0
150-400	11.0	10.0
>400	14.0	11.0

* A design exception is required for designs below the minimum width

EXHIBIT 3I: Bike Lane Widths for Two-way Operation

Sheet Title:
ABC Analysis
I-90 Allston Multimodal Project
Throat Area/River Edge

New Conceptual Design: Option 5: Retained Fill/ Sloped River Edge

Rev. 3.6

Date: 7/26/24
Scale: 1"=50'
Drawn by: GAB
A BETTER CITY
Sheet: Sheet 2 of 2

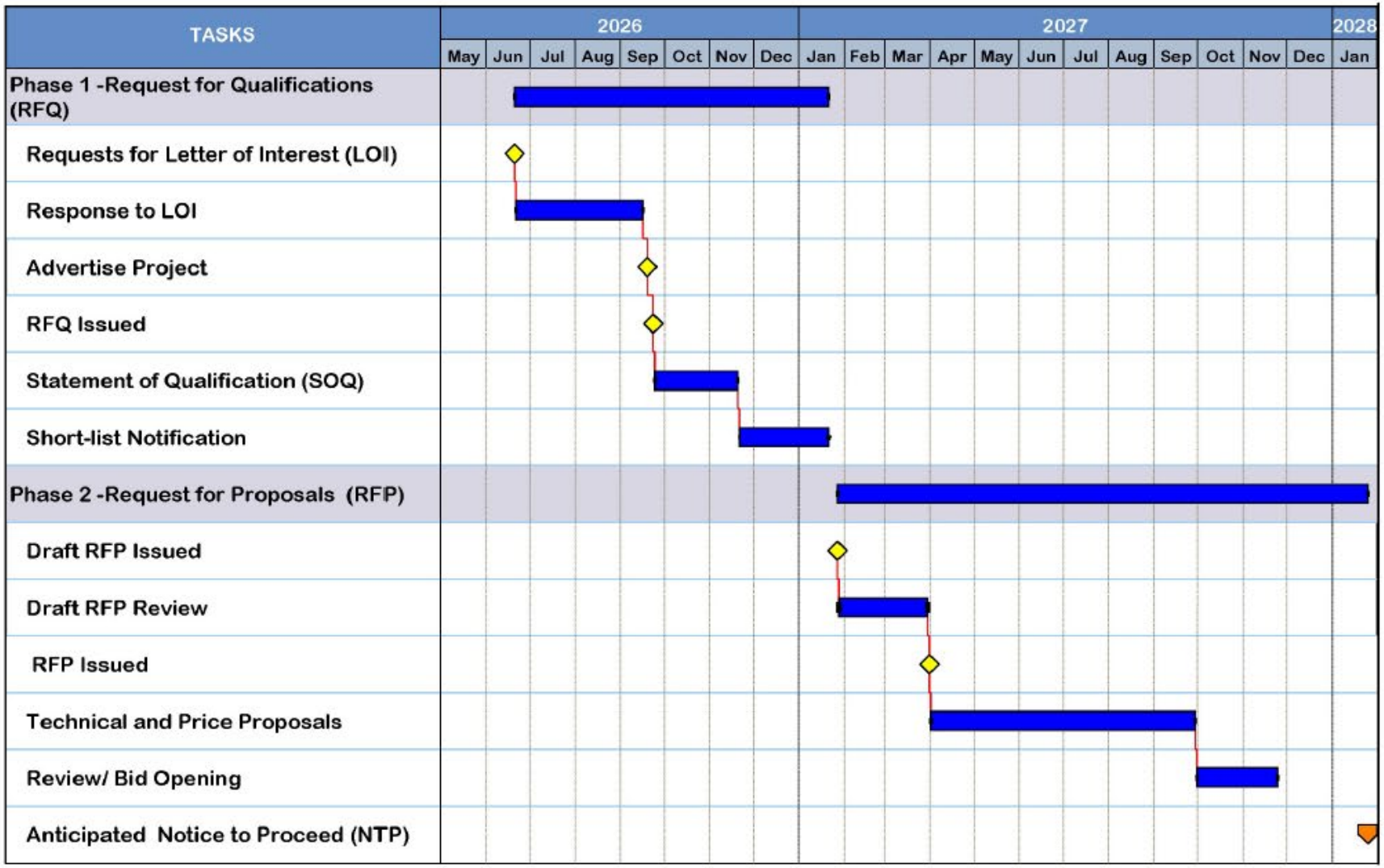
- **ABC Option Dimensions:**
- Assumes SFR lane reduction to 10'
- 6'-7" wide SFR Landscape Buffer, 14' wide Bicycle Path, 6" wide vertical curb, 8' wide Pedestrian Path
- 11.5' wide planted shoreline with ~3' high retaining wall
- **Design Considerations:**
- Ease of maintenance access
- Underground storage proximity to water table
- Optimal approach to path separation

CURRENT PROJECT STATUS

- Project Schedule
- RCN Grant Obligation
- Environmental Review Status

Project Schedule

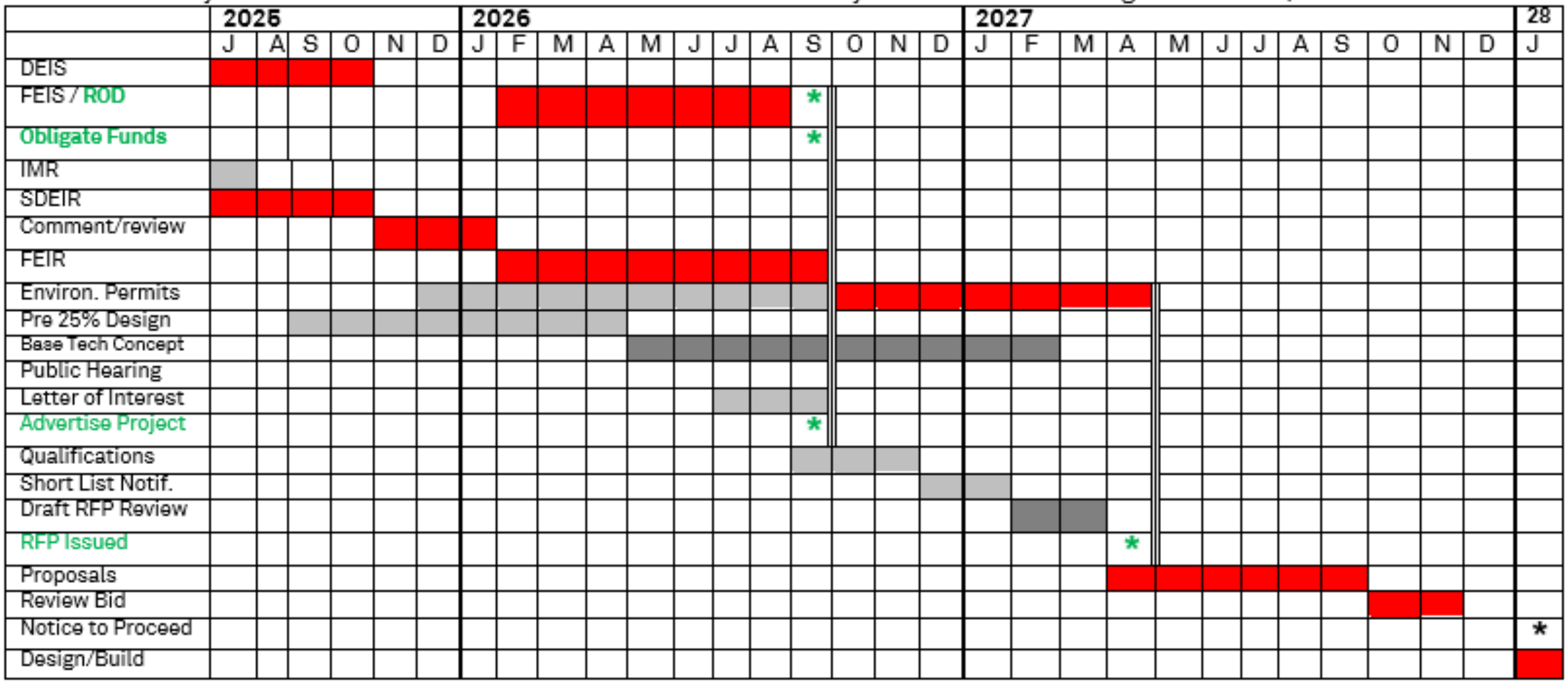
Procurement Schedule



- Procurement start tied to NEPA
- Procurement timeline has been extended due to size and complexity of project
- Anticipated NTP January 2028

I-90 Allston Multimodal Project

Project Schedule Presented to Allston I-90 Multimodal Project Task Force Meeting on March 12, 2025



NOTE: Durations based on interpretation of presentation to Task Force, ***assumes 8 month FEIR.***
Assumes obligation aligns with ROD. **Critical path indicated in red.** **Milestones in green.** 8160 aitac5312

Input: Transit

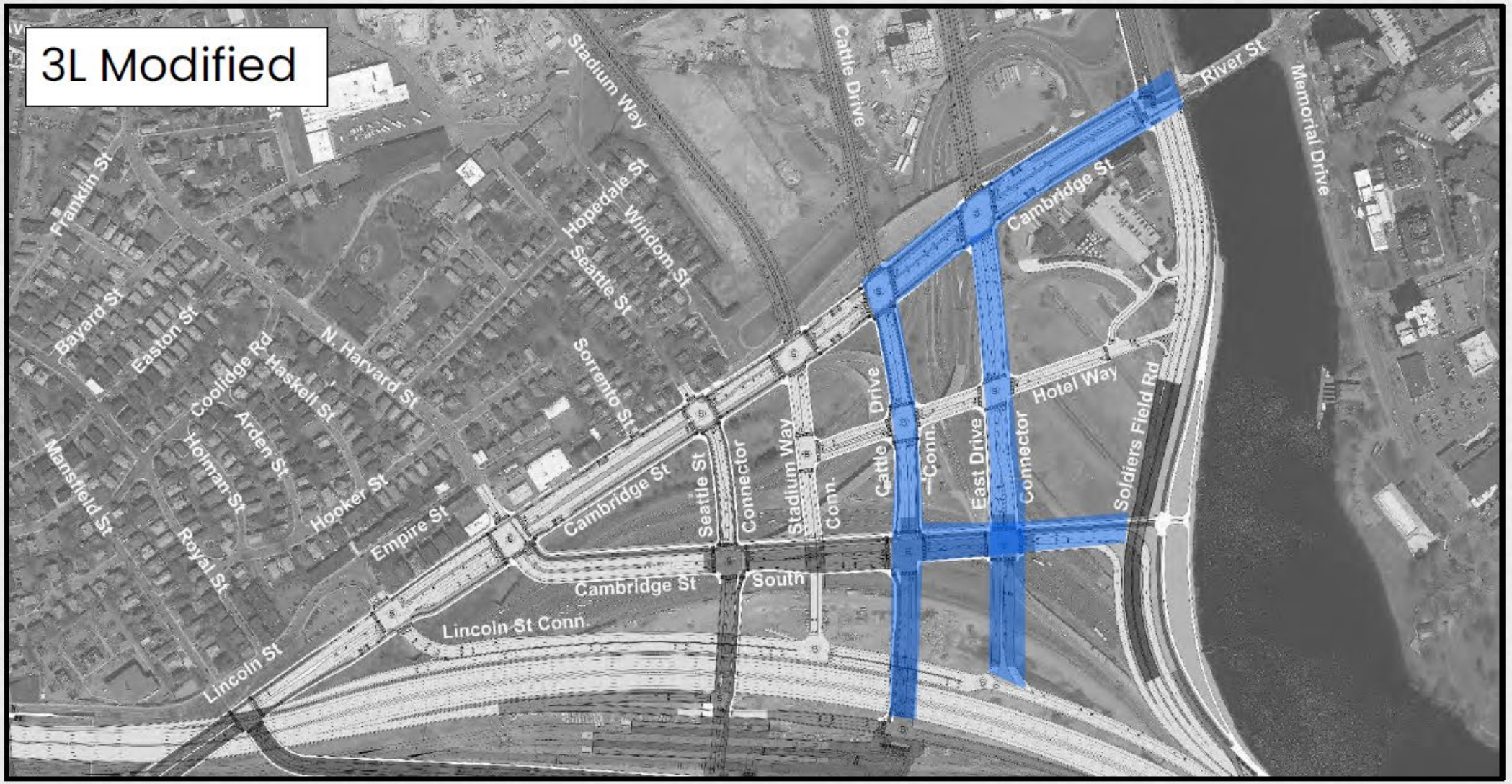
Service	Input	2050 No Build	2050 Build
Framingham/ Worcester Line	Framingham Local: 30-minute headways	✓	✓
	Zonal Express: 30-minute headways	✓	✓
	Service to West Station on the Framingham Local		✓
Shuttles	Harvard-West Station		✓
	Lechmere/Kendall/Central-West Station		✓
	Ruggles/LMA-West Station		✓
MBTA Bus	Bus Network Redesign proposed service	✓	✓
	Bus Route 64: Reroute via Malvern Transitway		✓

- Transit routes, stops, frequency, schedule pattern, and fares are represented in the demand model transit network
- Operational considerations, such as number and capacity of vehicles and number of tracks available are not

Output: Study Area Mode Share

Mode	Base	No build	Build	Change base to no build	Change no build to build
Auto	56.5%	50.5%	48.7%	-6.0%	-1.7%
Transit	10.2%	11.8%	12.8%	+1.6%	+1.0%
Walk	25.4%	28.9%	29.4%	+3.5%	+0.5%
Bike	4.8%	5.5%	5.6%	+0.7%	+0.1%
Rideshare	3.1%	3.3%	3.4%	+0.2%	+0.1%

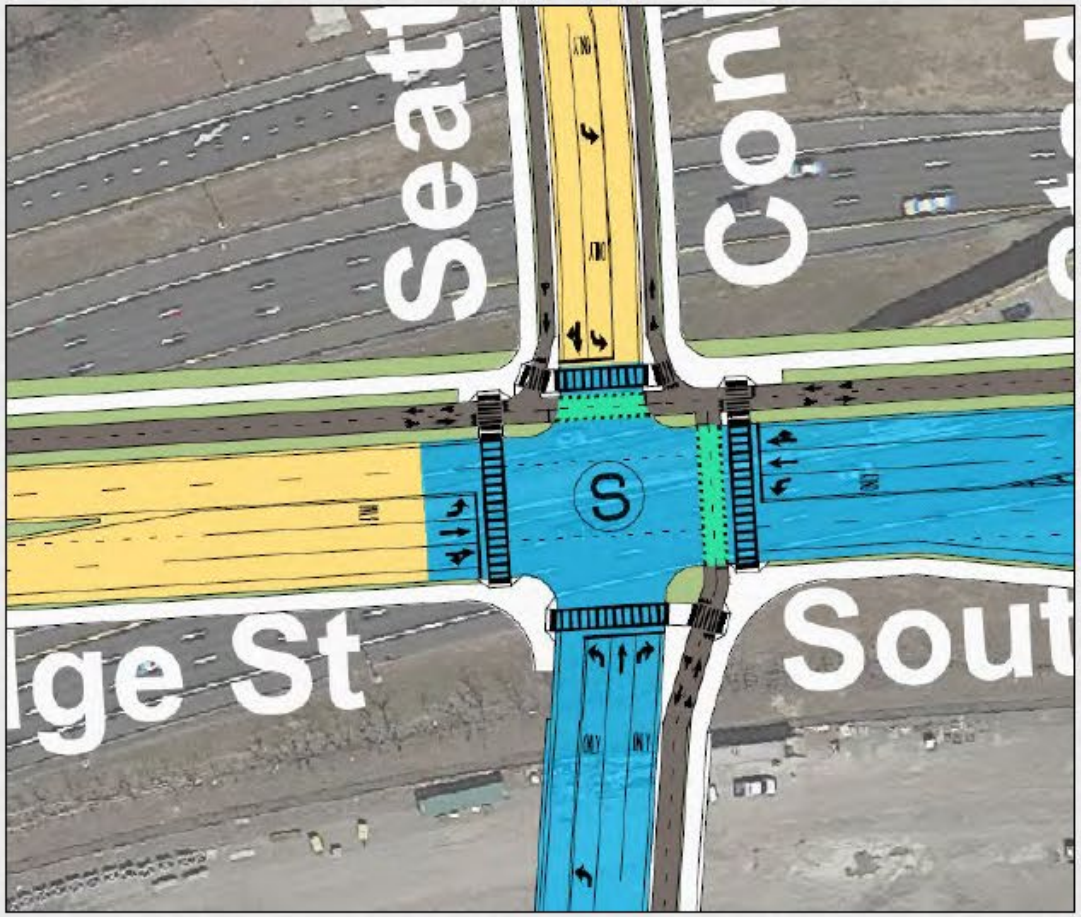
Roadways with Potential Heavy Traffic Demands



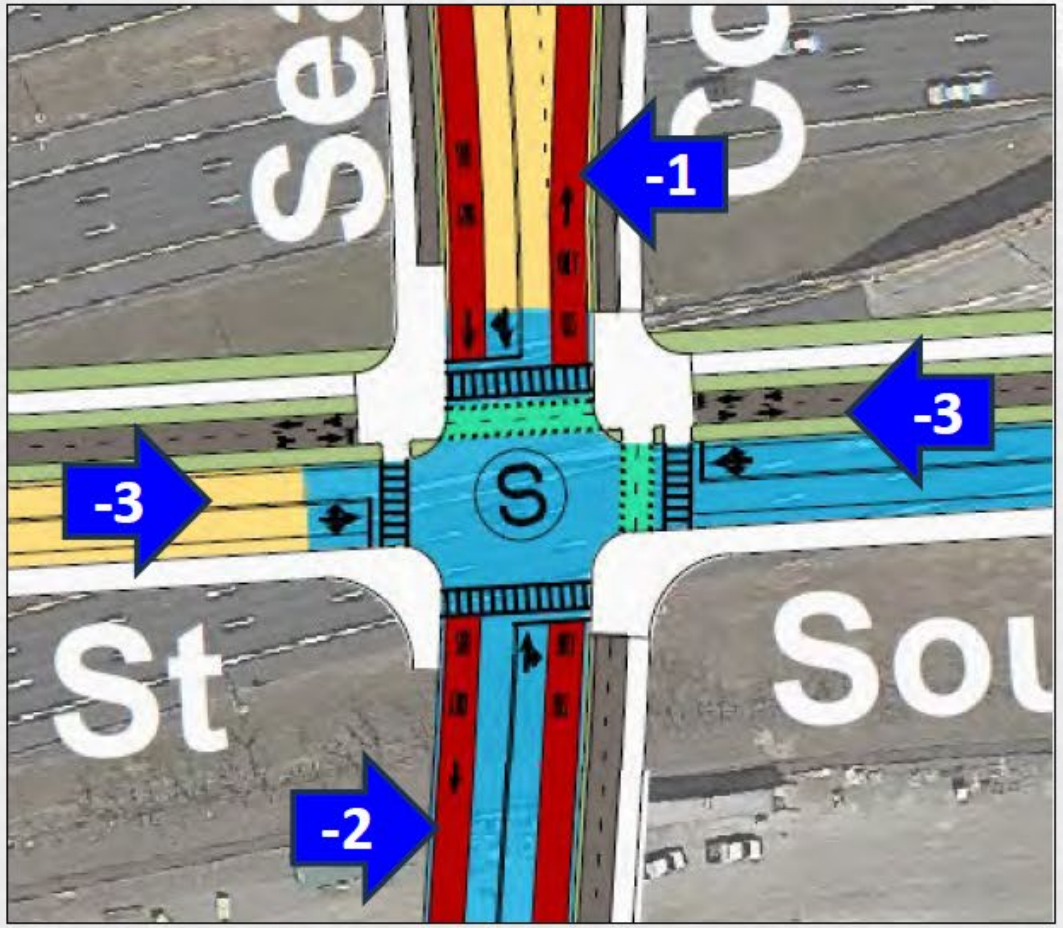
Concept Plans: General Findings (3L Modified)

- Number of Lanes Reduced at 13 intersections
- Exclusive Ped Phase or LPI provided at 13 of 17 intersections
- Benefits of Cambridge St. Bypass Rd., reduced volumes on:
  - Cambridge Street
  - Cambridge Street South
- Included left turn restrictions at 6 intersections

Key Location Comparisons: Cambridge St. South/Seattle St. Connector



3L Modified (old)



3L Modified (new)

Seattle Street Corridor: Bus Lanes

CRITICAL DESIGN & STAGING ISSUES

- Layover Yard
- West Station Track Configuration
- Grand Junction Service Disruption

Overview: What is Layover?

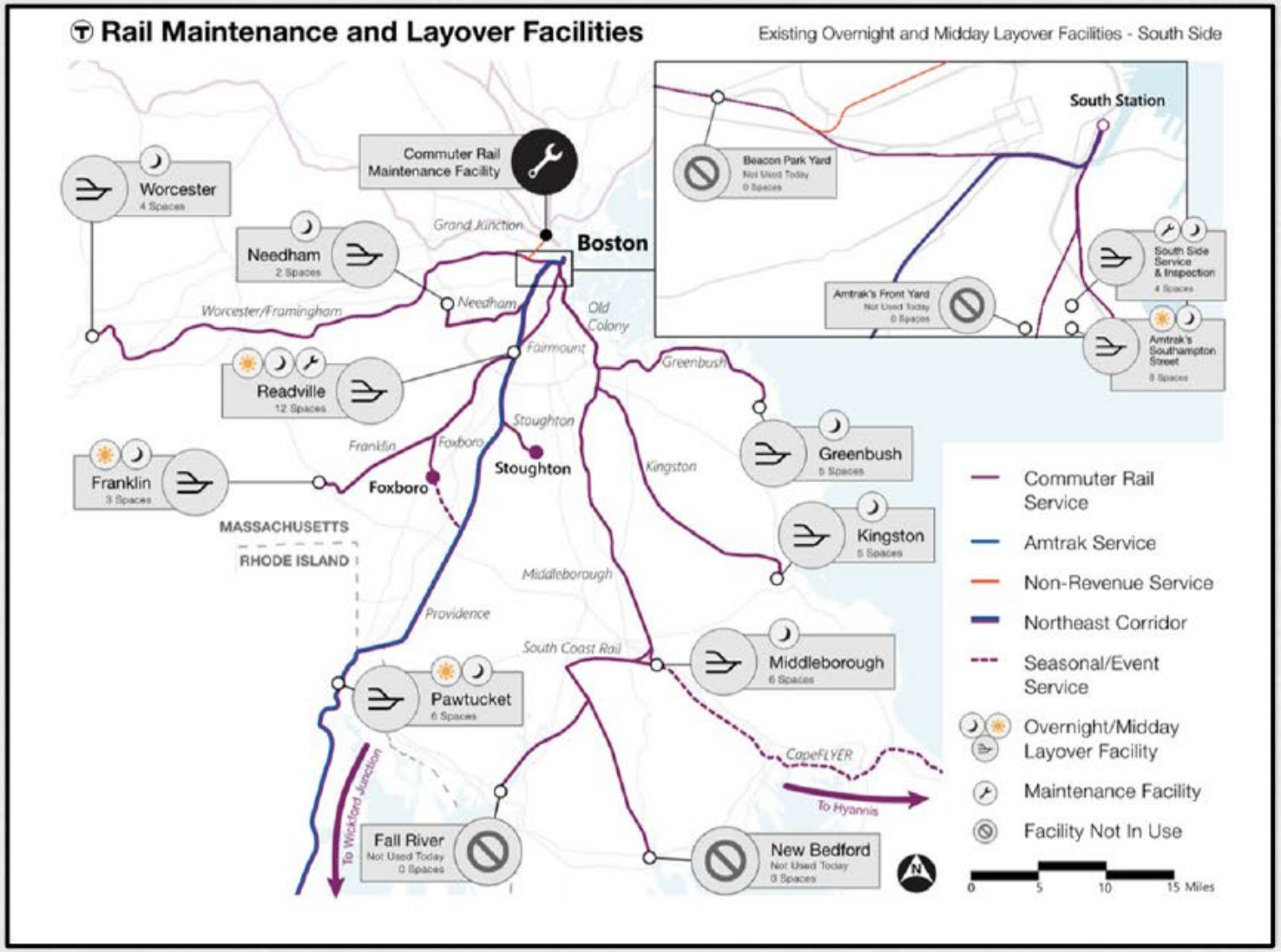
What is layover?

- Layover facilities ensure passenger trains are ready to serve customers. These facilities allow railroad personnel to:
  - conduct safety inspections
  - carry out routine light maintenance
  - sanitize passenger coaches
  - Muster crew and conduct safety briefings
- Layover facilities are used for train storage during the midday or overnight
- In 2021, the MBTA shifted to all-day bi-directional service, which requires less storage at midday but far more space overnight. This is because a much larger future fleet will be in revenue service all day.

Impacts of Layover Shortages

- Layover facility locations work best when well-balanced on both ends of the lines
- Insufficient or poorly balanced layover facilities can create operational issues
  - Backlogs for maintenance, service, and inspection
  - Inability to expand future fleet
  - Smaller fleet = less redundancy, reducing service reliability
  - Greater emissions due to more "deadhead" (non-revenue trips across system to move trains)
  - More personnel at a greater number of sites

Overview: What is Layover?



Note: Analysis considers current layover locations and does not assume any site which is not currently owned by rail operators

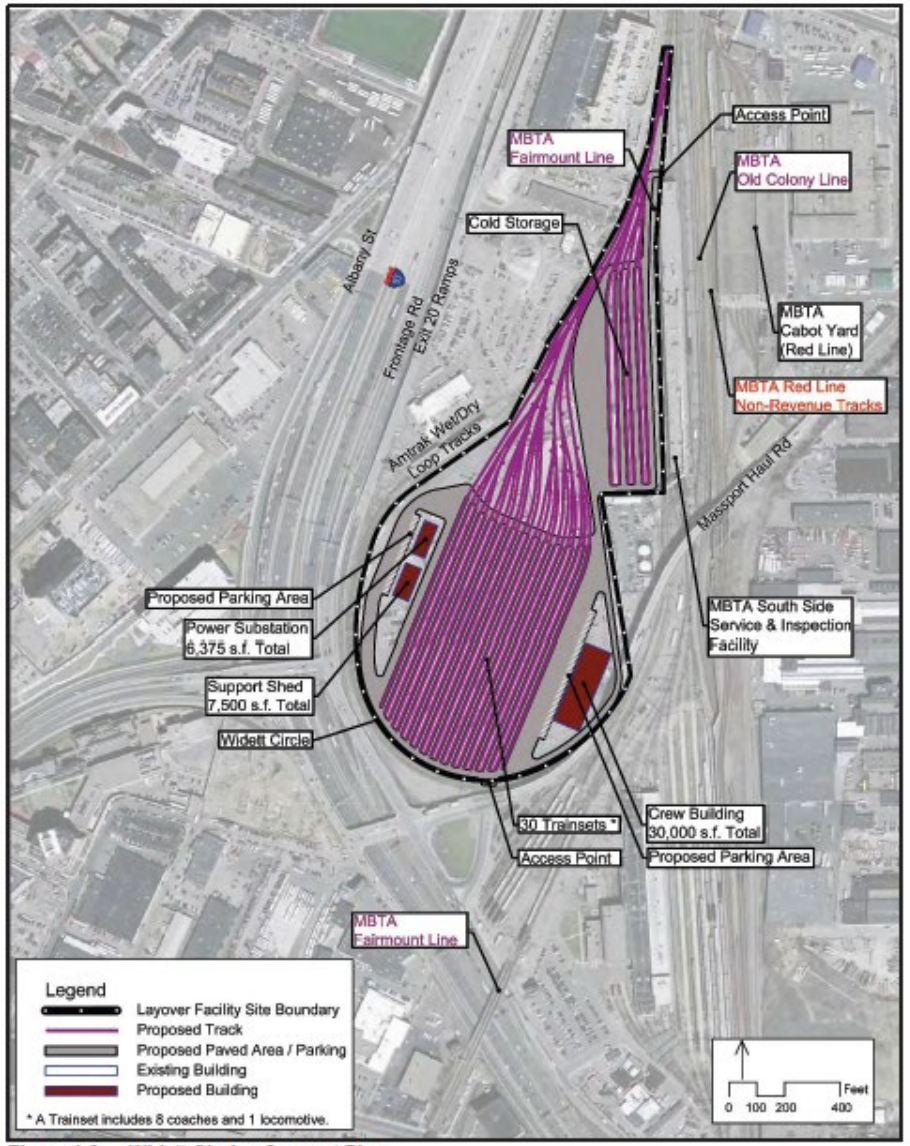
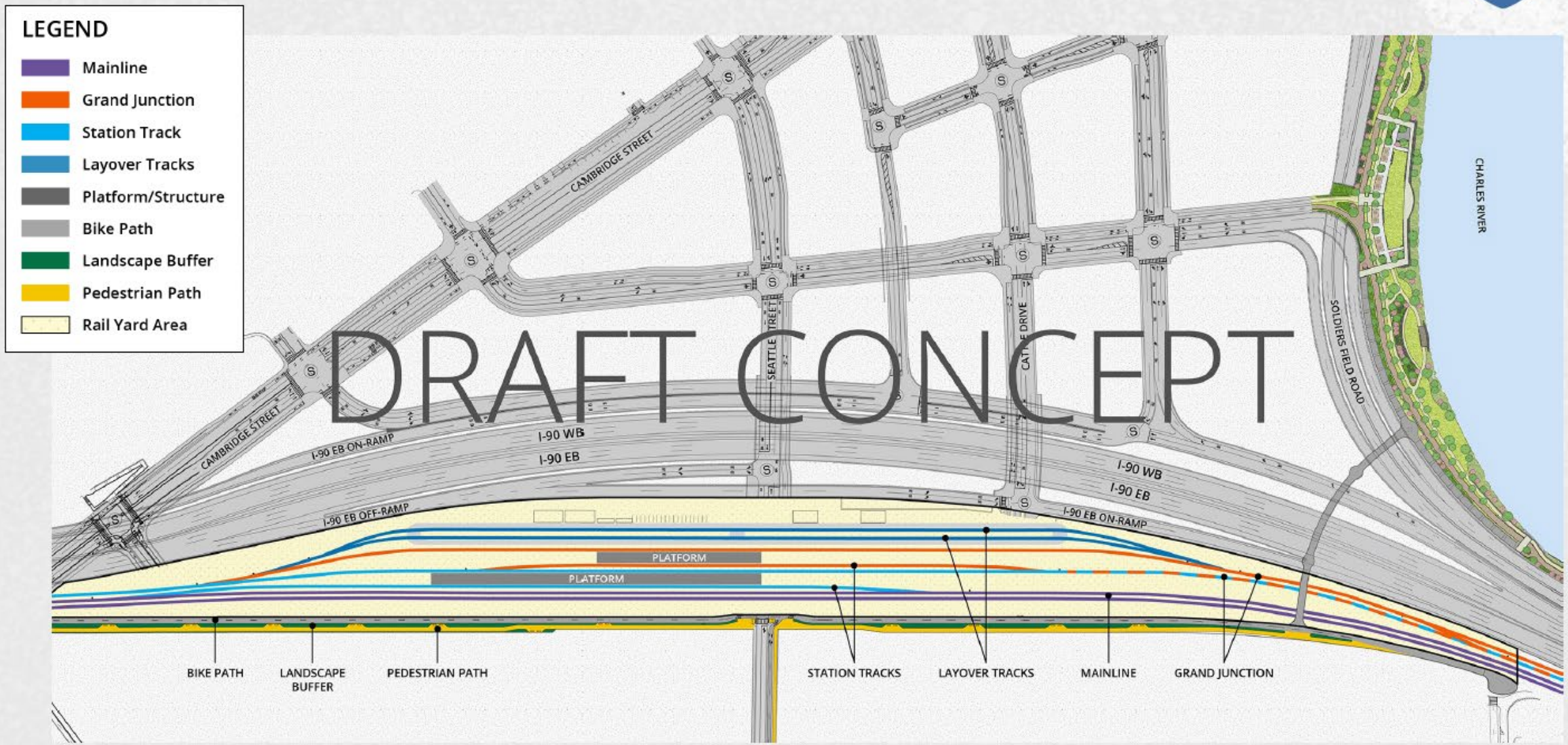


Figure 1-9 — Widett Circle - Concept Plan

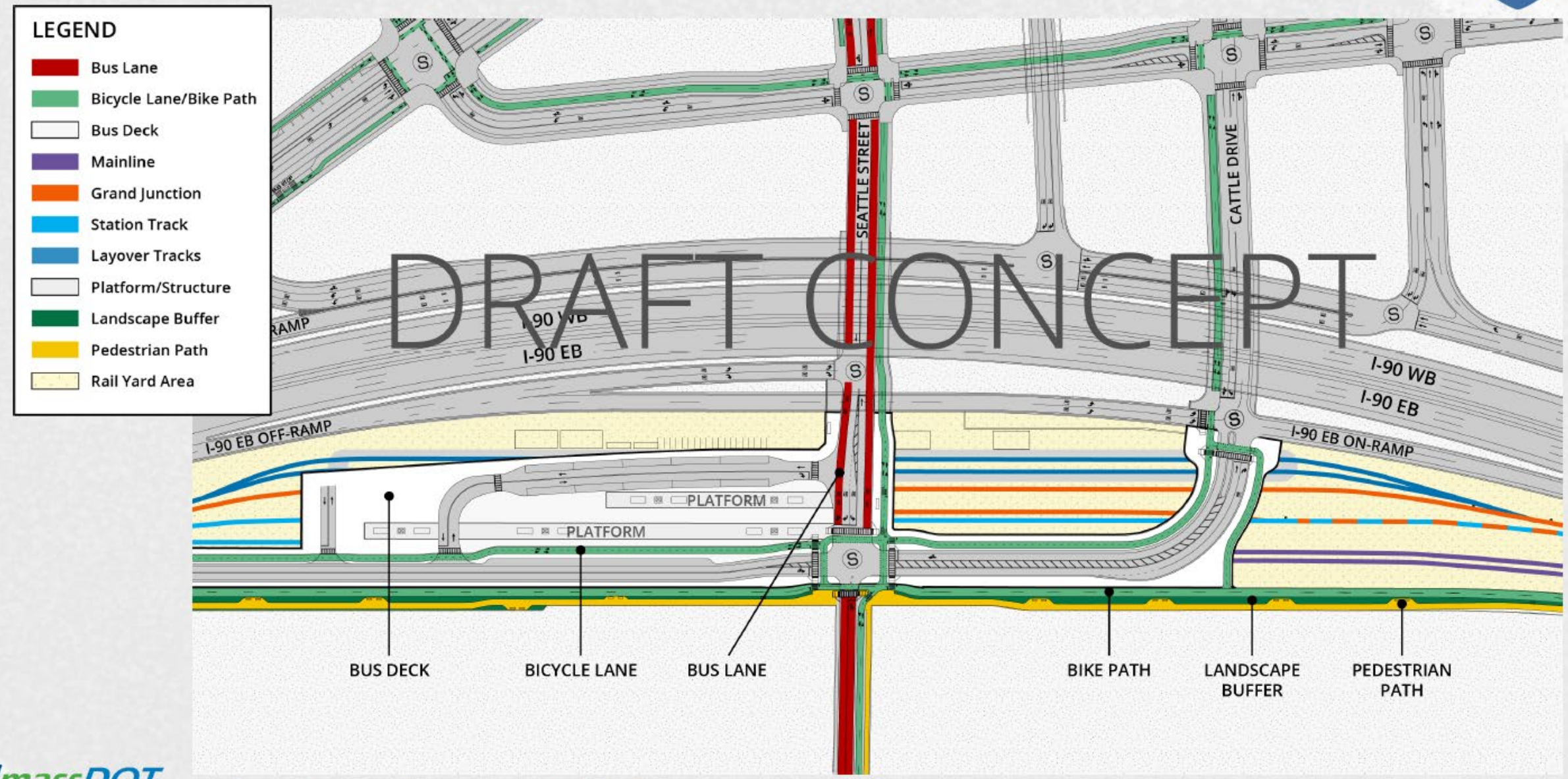
Two Track Layover Draft Concept

- Proposed for discussion by MassDOT in February
- Concept shows elements of a potential layout with precise locations and geometry that may evolve
- Concept requires:
  - Identifying and building out comparable layover space elsewhere in the City of Boston to replace two layover tracks in line with rail operators' rights at Beacon Park Yard

Two Track Layover Draft Concept



Bus Deck Alternative for Station Shift



Grand Junction Update
Where We Are Today

- Recognition that Grand Junction (GJ) operations are crucial to local and regional rail operations
- Priority to minimize disruption to Grand Junction rail access
- With this focus, the City, ABC, and Harvard worked to improve the efficiency of the staging plan to reduce duration GJ is out of service while still delivering on all other objectives of the staging plan

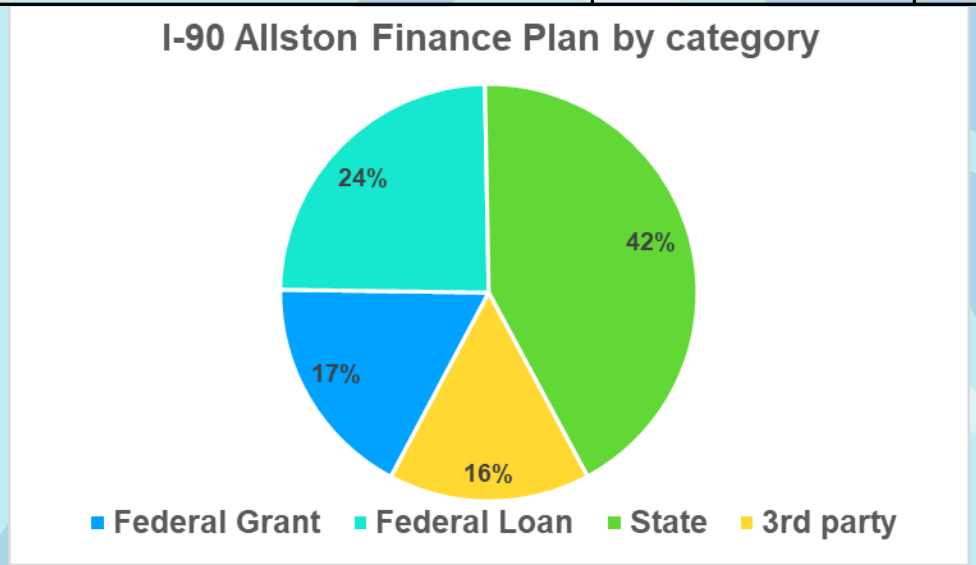
"Little" Grand Junction Bridge from SFR looking east

Grand Junction Rail below I-90 Viaduct looking west

Content prepared and presented by A Better City (ABC)

FINANCE PLAN UPDATE

Source	Type of $	Contribution
Reconnecting Communities & Neighborhoods Grant	Federal Grant	335,000,000
Federal TIFIA Loan	Federal Loan	470,000,000
Fair Share Surtax - State Capital Dollars	State	615,000,000
State Highway "PayGO" toll revenue (at current toll rates)	State	200,000,000
City of Boston funds	3rd Party	100,000,000
Harvard funds	3rd Party	90,000,000
BU funds	3rd Party	10,000,000
"City/Harvard funds" from future agreement	3rd Party	100,000,000
Total		**1,920,000,000**



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Q & A