



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

Task Force Meeting
April 20, 2023

Zoom Controls



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- Ask a question and share comments; Alt+H



- Raise your hand - *9 for users dialing in; Alt+Y



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Q&A



Participants



Chat



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Reactions

Public meeting notes and procedures:

Notification

- While this virtual public meeting is not being recorded, the Massachusetts Department of Transportation may choose to retain and distribute images, reports, and/or the Q/A transcript.
- All parts of this meeting are considered public record.
- If you are not comfortable being part of the official record, please refrain from utilizing the Q/A feature, turn off your camera, and keep your microphone muted, or you may choose to excuse yourself from the meeting.

Important notes

- Your microphone is automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

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- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

Thank you for joining our meeting. We appreciate your participation!

Today's Agenda

- NEPA/MEPA Update
- Alternative Construction Staging
- Viaduct Preservation Project
- Mega Grant Debrief



NEPA/MEPA Update

- MassDOT filed an NPC with the MEPA Office on August 1st.
- The NPC was published in the Environmental Monitor on August 10th. The initial 21-day public comment period was extended by two weeks with a comment deadline of September 13th.
- More than 230 letters were received during the comment period.
- Over 100 comment letters received included comments on the PDW Path and shoreline concepts described in the NPC.
- After filing the NPC, MassDOT issued a press release identifying the 3L Realignment Alternative with the Modified At-Grade Throat Area as MassDOT's Preferred Alternative for the Project.
- MassDOT is coordinating with state and federal regulatory agencies as well as the Federal Highway Administration during development of the joint NEPA Draft EIS/MEPA Supplemental Draft EIR.

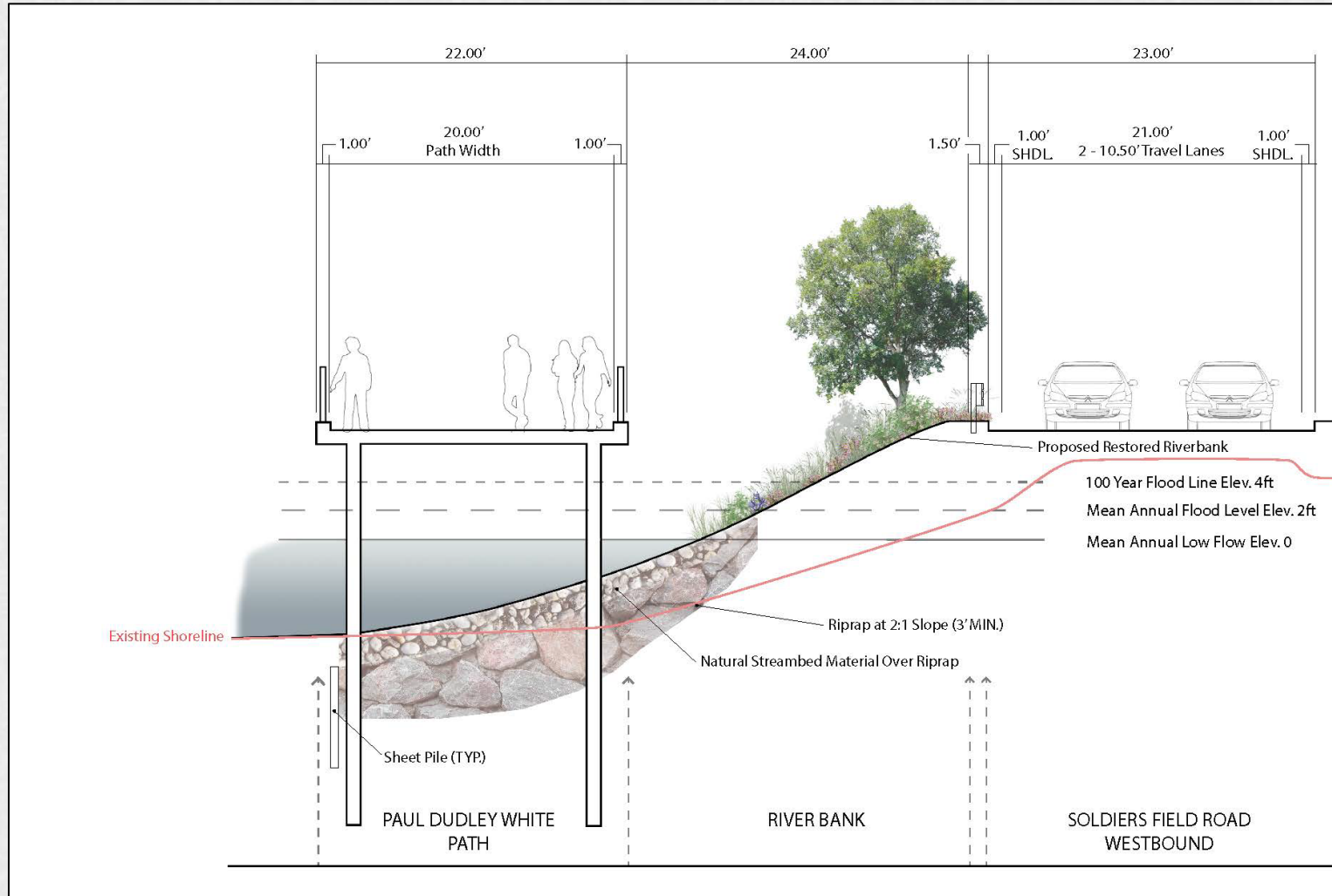
NEPA/MEPA Update (cont.)

- The EDOEA Secretary's Certificate on the NPC was issued on September 23, 2022
- Summary of major themes from the Scope:
 - Update Transportation Modeling
 - Environmental Justice
 - Pedestrian/Bicycle User Safety and Access
 - Commitment to new Pedestrian and Bicycle Connections
 - West Station and Malvern St. Transitway
 - Climate Resilience and Adaptation Measures
 - Design of Shoreline Restoration
- The Project Team is preparing analyses to address each scope item from the Secretary's Certificate to advance the MEPA and NEPA environmental reviews.

Existing Riverbank Conditions



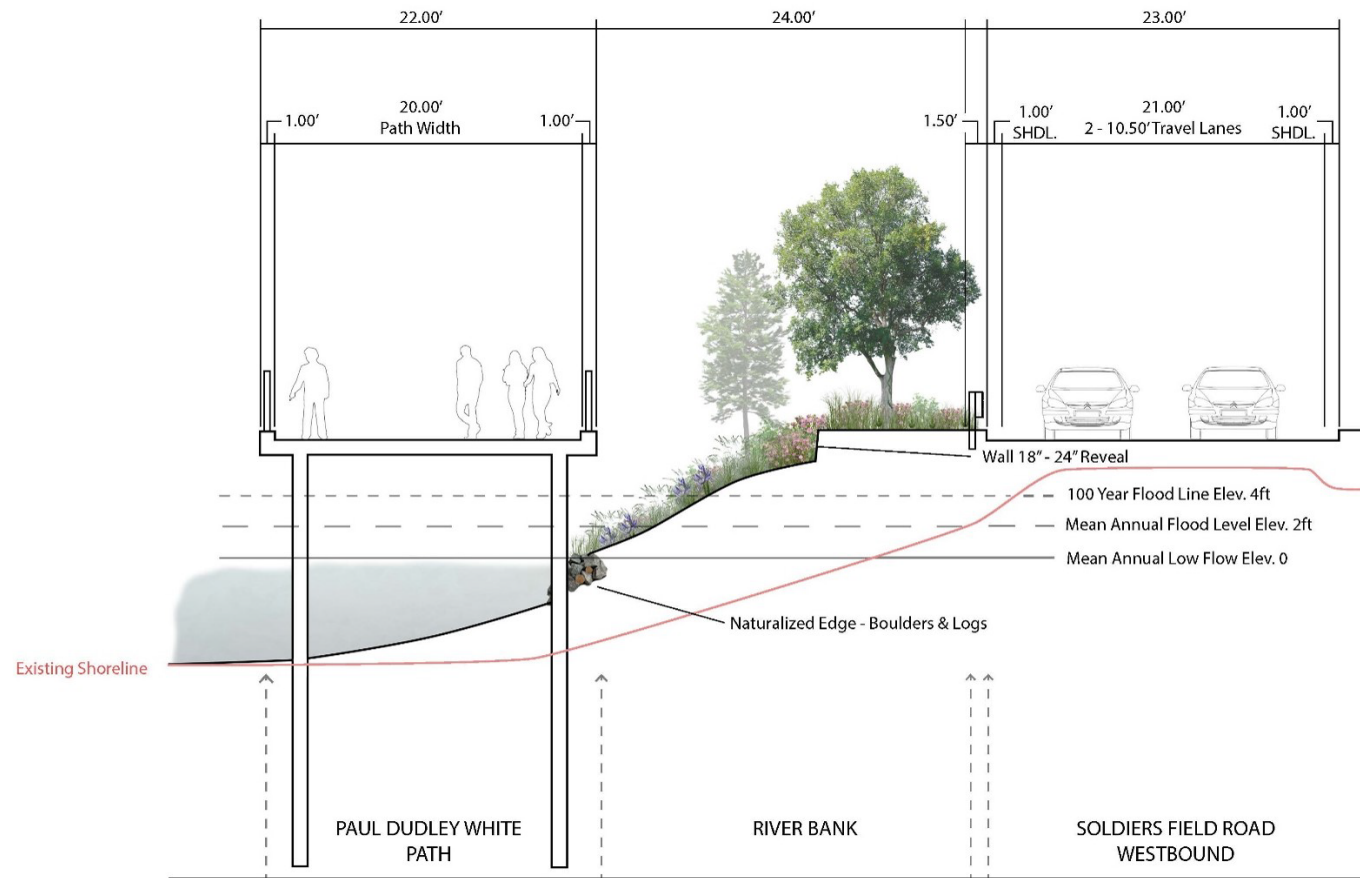
NEPA/MEPA Update: Shoreline Design



Major themes of NPC comment letters on the shoreline include:

- Effects of the PDW Path over the Charles River on ecological resources and River users
- Riverbank restoration details and use of fill
- Requests for additional coordination with river users throughout the review process

NEPA/MEPA Update: Shoreline Design (cont.)



- Design of the riverbank will consider impacts to the River and historic considerations as well as public input.
- The goal is to maximize ecological benefits while minimizing fill in the River.
- As design evolves, we're exploring the possibility of incorporating several different treatments based on available space.

NEPA/MEPA Update: Schedule

- Joint NEPA Draft EIS/MEPA Supplemental Draft EIR: **Early 2024**
- MEPA Final EIR: **Early 2025**
- NEPA Final EIS with Record of Decision: **Early 2025**

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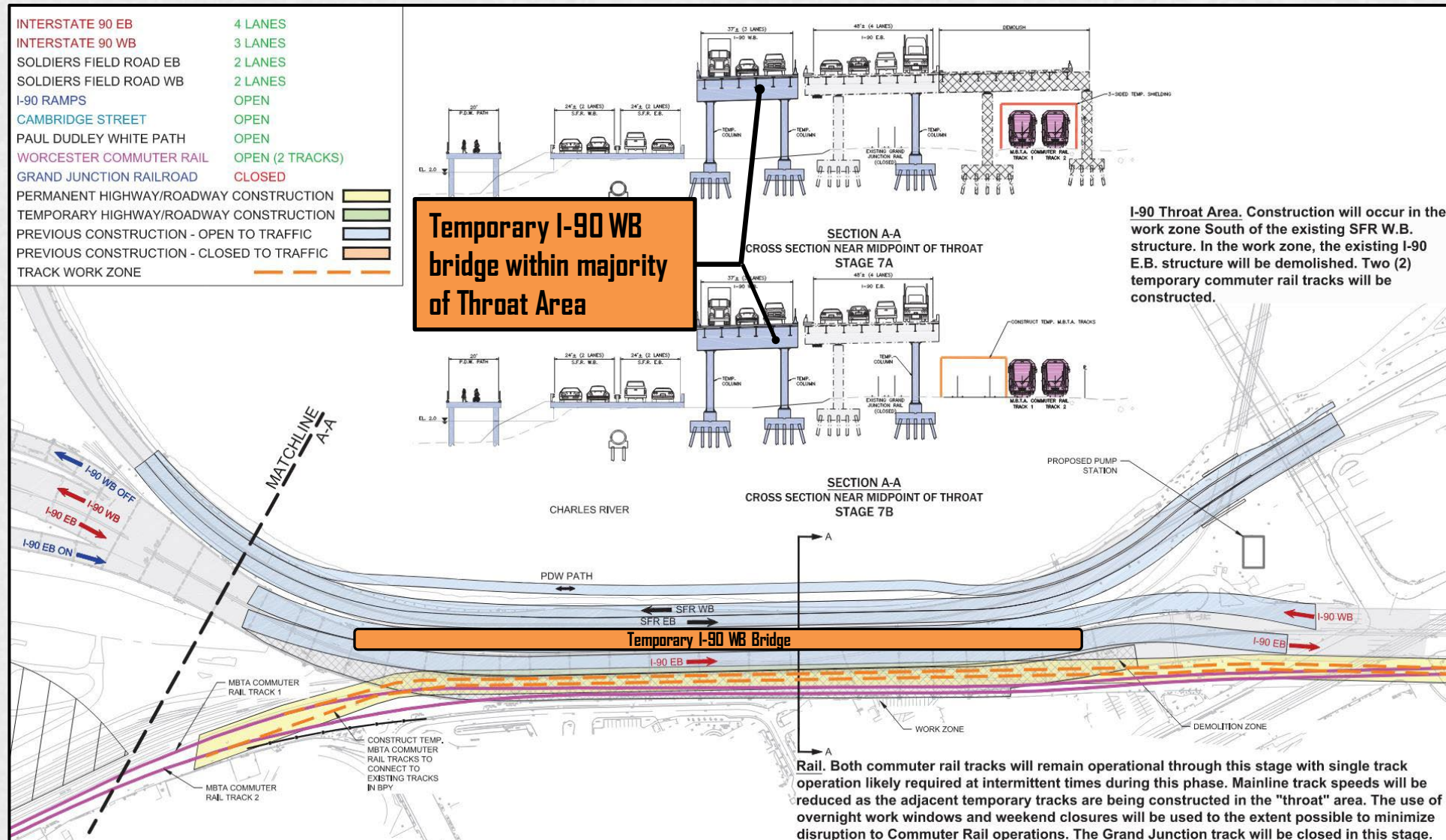
Alternative Construction Staging

- Draft alternative construction staging concept developed by group of stakeholders comprised of Harvard University, A Better City and City of Boston was recently presented to MassDOT.
 - Purpose of the alternative concept is to remove the need for a 1,500 lf temporary bridge to carry I-90 WB within throat area during certain phases of existing viaduct removal.
 - Additional benefits may include schedule and cost reductions.
 - Stakeholders requested that MassDOT further develop the alternative concept as the preferred construction staging approach for the Modified At-Grade Option.

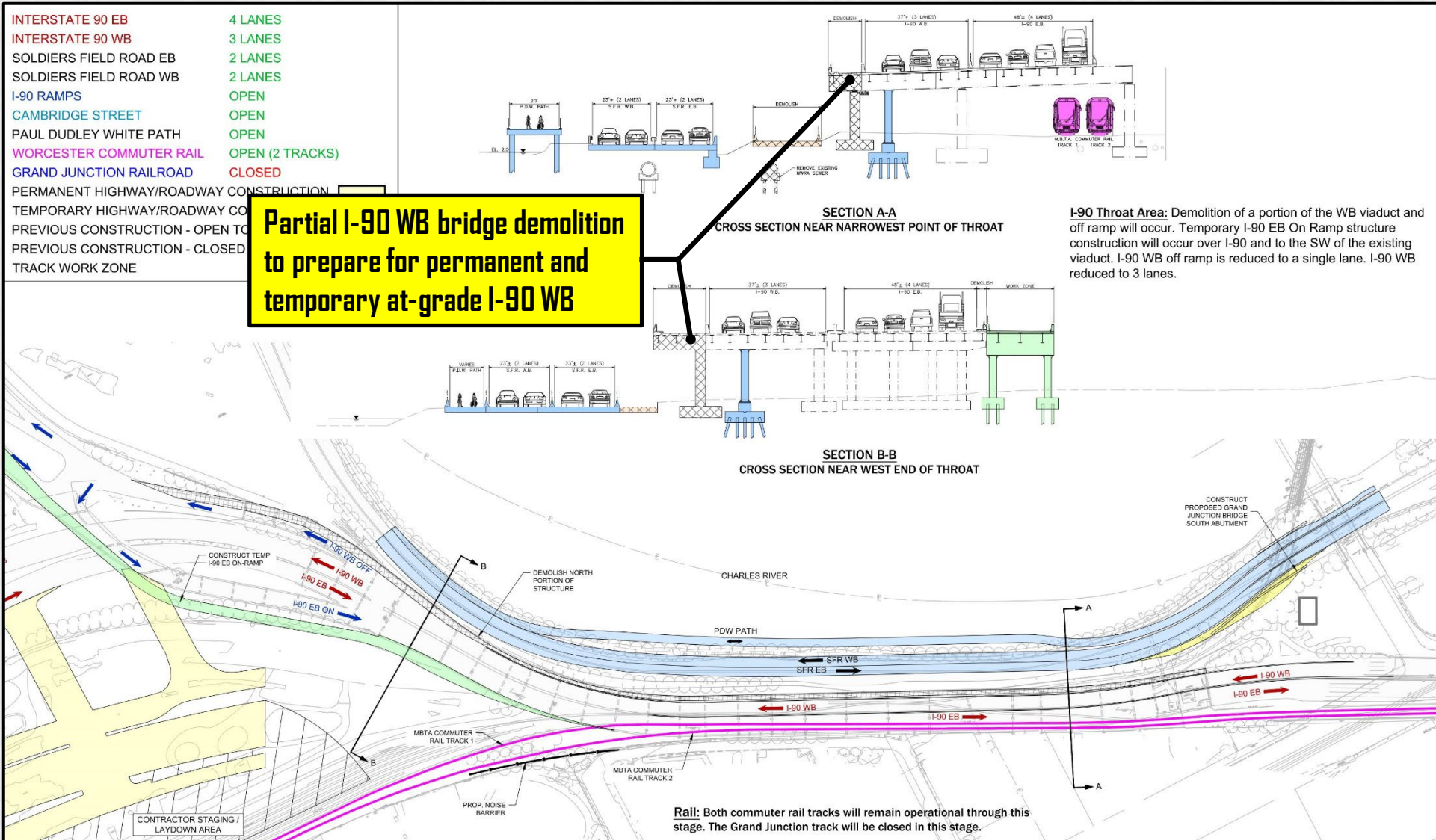
Alternative Construction Staging

- MassDOT agreed to further develop the alternative concept as the Revised Construction Staging Concept with some of the progress to date presented on the following graphics.
 - Allows for earlier removal of viaduct and permanent I-90 at-grade/below grade construction
- Final construction staging plans will be developed by the DB Entity.

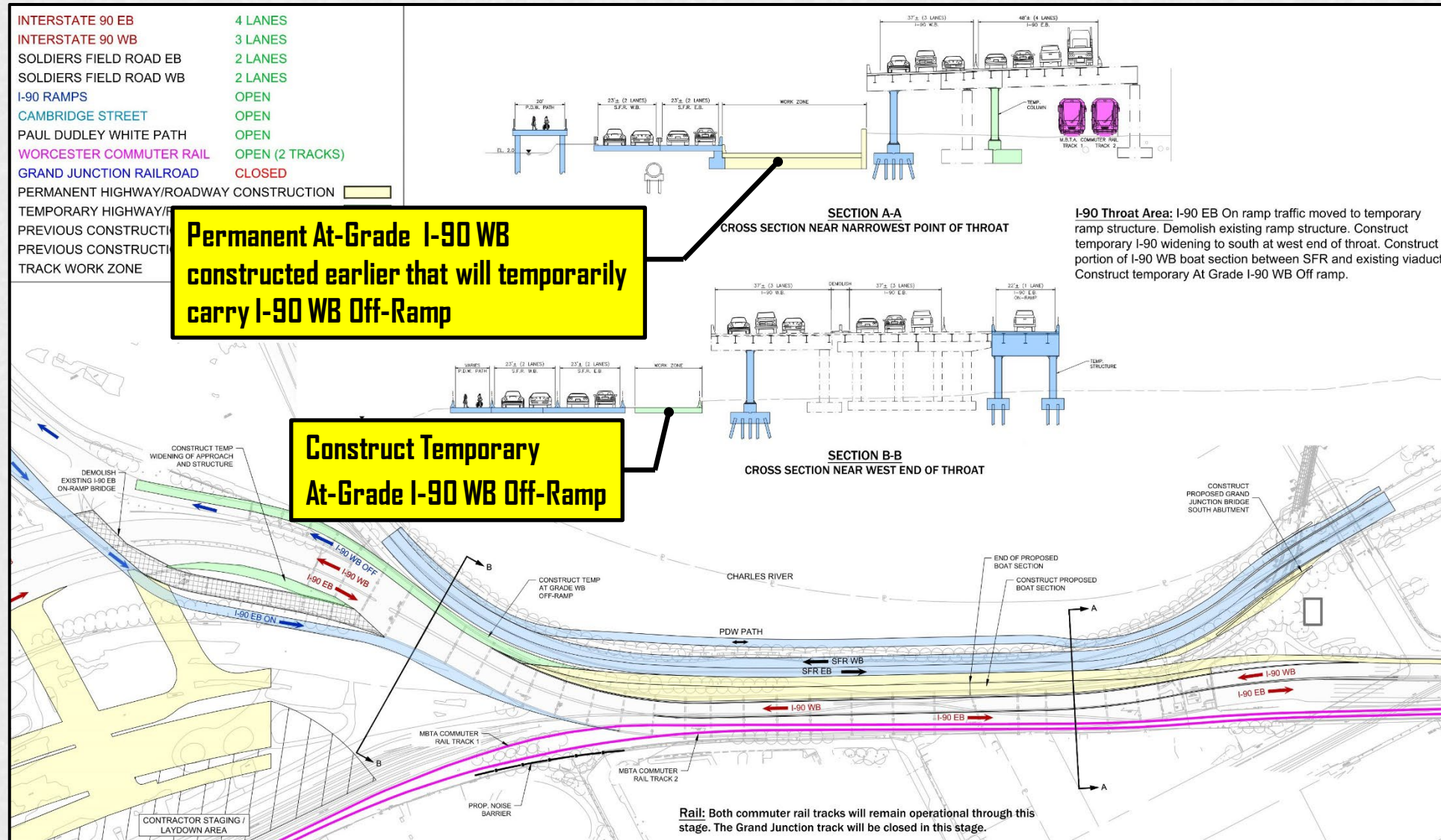
Previous Concept - Temporary Bridge Required within Throat Area



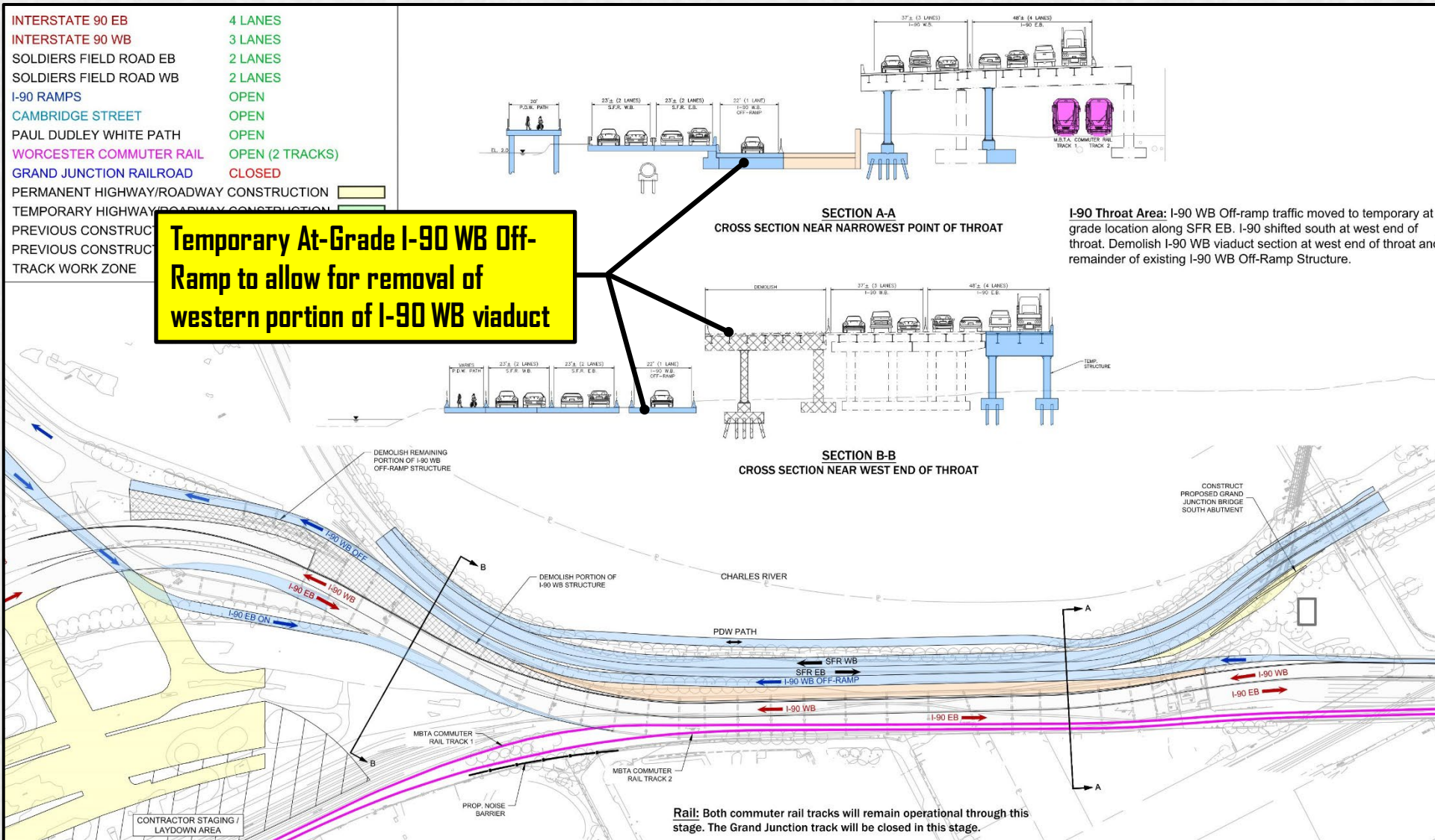
Revised Staging Concept – Partial Viaduct Demolition



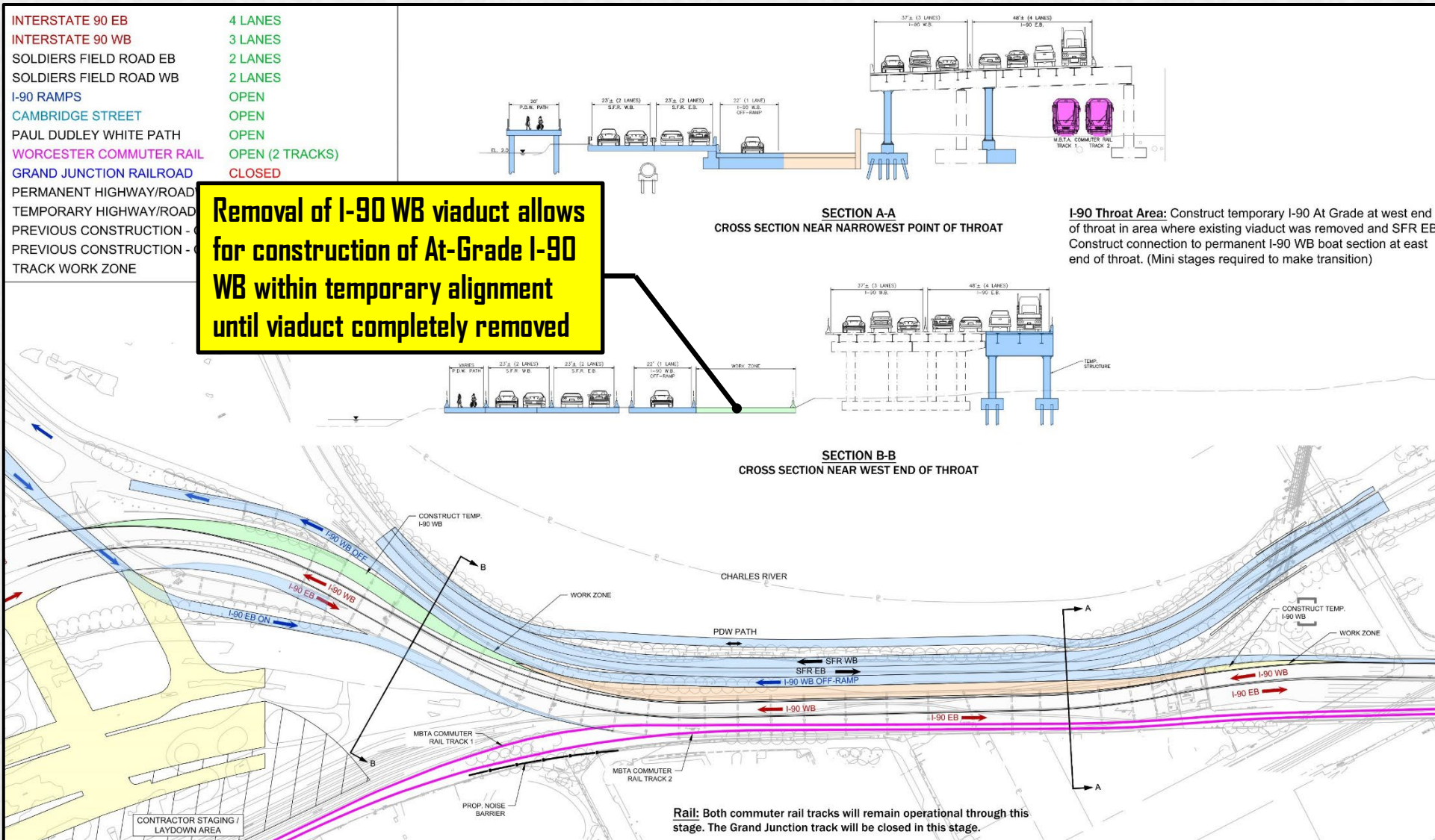
Revised Staging Concept – Permanent I-90 WB/Temp I-90 WB Ramp



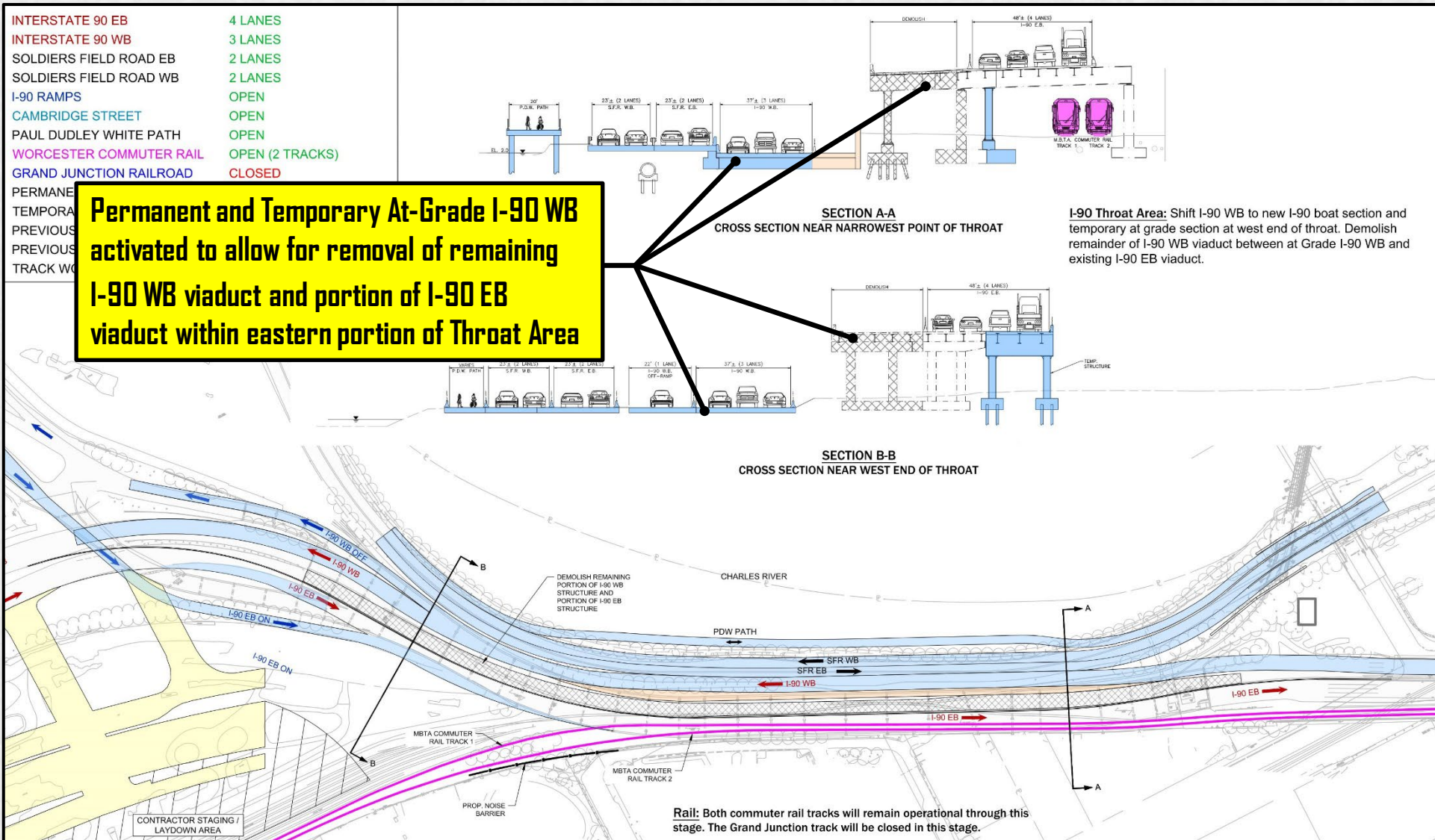
Revised Staging Concept – Temp I-90 WB Ramp/Viaduct Removal



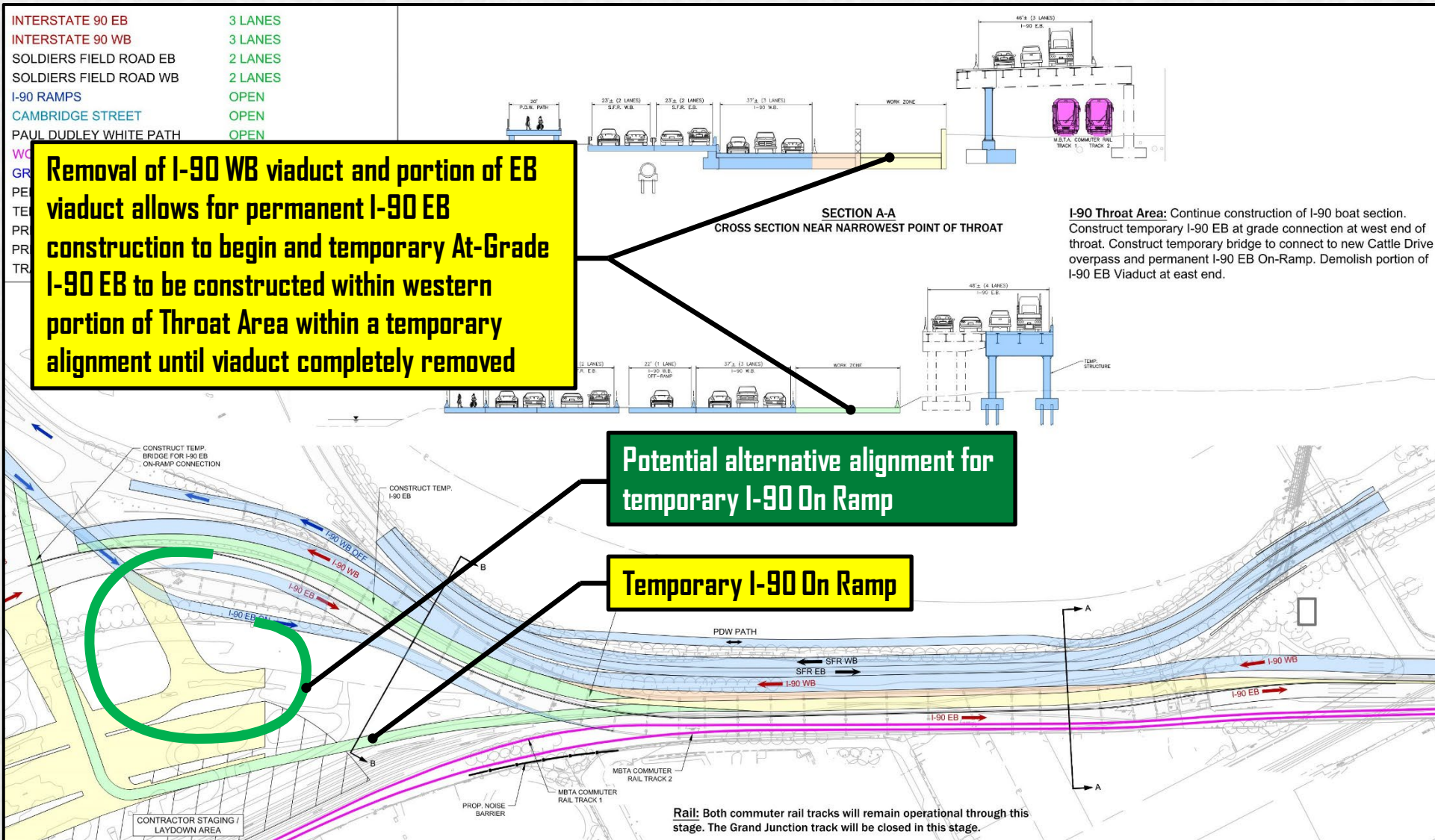
Revised Staging Concept - Temp I-90 WB



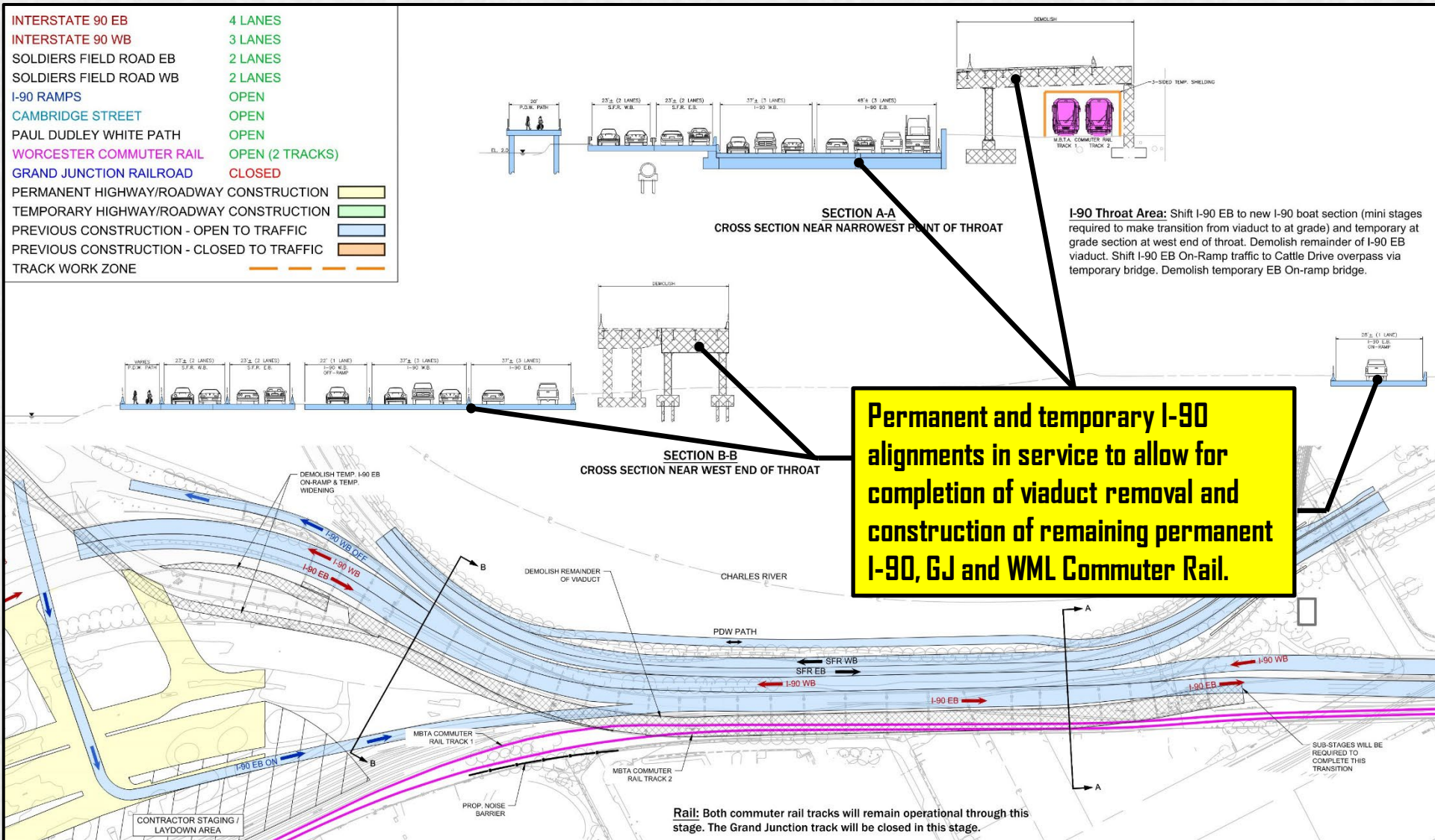
Revised Staging Concept – Temp I-90 WB/Viaduct Removal



Revised Staging Concept – Permanent/Temp I-90 EB



Revised Staging Concept – Permanent & Temp I-90/Viaduct Removal



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- **Viaduct Preservation Project**
- Mega Grant Debrief



Viaduct Preservation Project

- Purpose of the project is to preserve existing bridge structures to maintain safety for turnpike and commuter rail users.
- Allows MassDOT to complete the conceptual design and environmental permitting process for the Multimodal Project.
- Scope of the work is to prioritize those repairs necessary to provide a 10-15 year service life.
- Provides assurance for the Multimodal Project that the structure can withstand additional service loads during initial construction prior to viaduct demolition.

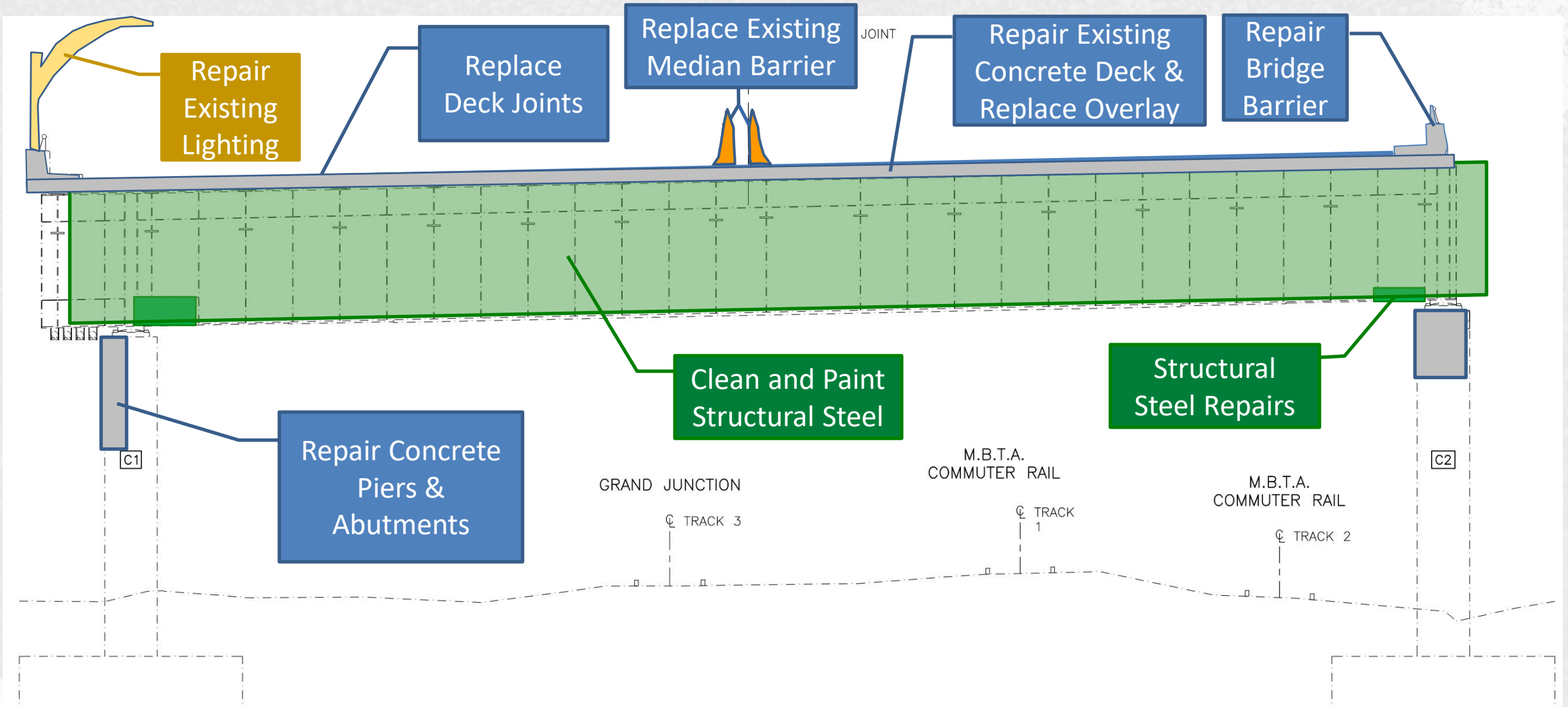
Viaduct Preservation Project (cont.)

- MassDOT Board of Director's approved Construction Contract 120260 (Allston Preservation Project) during March meeting with request for Highway Division to perform a feasibility analysis and recommendations for scope modification, if any, to not preclude potential alternative construction staging concepts for the I-90 Allston Multimodal Project.
- MassDOT Project Team is reviewing Preservation Project scope of work to determine if there are potential scope modifications.
- MassDOT Transportation Secretary signed awarded contract on April 10th
- Contractor Notice to Proceed expected to be this Spring

Viaduct Preservation Scope of Work



- Scope of anticipated preservation work refresher:



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Mega Grant Debrief

- **Mega Grant - aka the National Infrastructure Project Assistance program - is a component of Multimodal Project Discretionary Grant Opportunity (MPDG)**
- **MassDOT and City of Boston co-applicants, requested over \$1.1b in federal funding**
- **2022 Program Overview**
 - Over 450 applications were submitted for MPDG grants (Mega, INFRA, Rural)
 - 138 applications were submitted for the Mega grant
 - Projects are graded “not recommended”, “recommended” or “highly recommended”
 - 16 projects requesting Mega Grant funding were considered “highly recommended”
 - 9 projects were selected for funding with Mega Grant funding

Mega Grant Debrief (cont.)

- Overall rating was scored as "Medium High"
- Technical Capacity Review Rating: Certain (highest possible rating)
- Environmental Assessment Review: Moderate Risk
- Some possibility that the project will not be able to reach obligation by statutory timeline
- Financial Capacity Review Rating: Incomplete
 - Project lacks complete funding commitments and does not include a plan to get funds by deadline (3rd party specific estimates are not considered sufficient)
 - Cost Effectiveness: The project was determined to be not cost effective based on the economic analysis
- Project was "not recommended" to move forward for funding

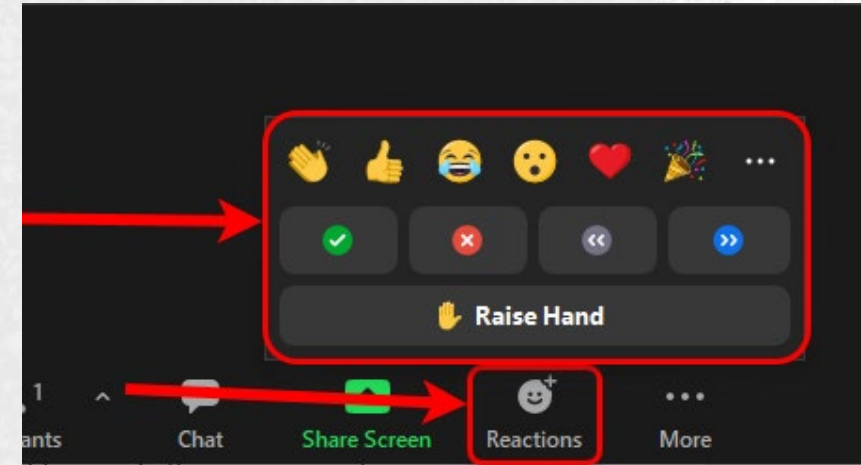
Mega Grant Debrief – Takeaways

- Project scored well in the technical capacity review but did not meet grant requirements for the finance plan and therefore was “not recommended”
- Notice of Funding Opportunity (NOFO) is expected to be published Spring of 2023
- MassDOT is in coordination with the City, Harvard, and BU to address the shortcomings identified in debriefing
- Areas expected to improve include environmental readiness and economic benefit
- A complete finance plan needs to be established and discussions are underway with the City, Harvard, and BU to address

Share Your Questions and Comments



- Submit your questions and comments
- “Raise your hand” to be unmuted for verbal questions
- Please state your name before your question
- Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.
- To ask a question via phone, dial ***9** and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.
- Please take a moment to take the survey on your experience after this meeting



Please be advised that all comments are subject to disclosure for public records, therefore use these functions for project-related business only.