Auburndale, West Newton and Newtonville Commuter Rail Stations Improvements

Public Meeting

July 25, 2019
Overview

Today’s presentation summarizes the project goals for the Newton CR Stations Project, alternatives studied, recommendations and Go Forward plan for addressing the MBTA’s reliability, modernization, and accessibility needs.
Existing Conditions

Auburndale, West Newton, and Newtonville Commuter Rail Stations Improvements

Auburndale | West Newton | Newtonville
Project Goals

- Address MBTA reliability and modernization needs
- Improve operations by providing full-length, high-level platforms for level boarding
- Provide ADA Accessible status through a combination of ramps, stairs, and elevators, providing equitable paths of travel
- Improve station amenities including new benches, canopies, bike storage, etc.
- Improve connections to local roads and existing parking areas
Background

• MBTA committed to evaluate design and operations of all three Newton Stations – Auburndale, West Newton and Newtonville – as a segment after abandoning plans to advance the Auburndale Station as a stand alone project (due to negative impact on operations).

• From July 2017 to May 2018, the MBTA prepared the Newton Stations Conceptual Design & Operations Analysis Report.

• Over the course of the study, the MBTA engaged the City of Newton, TransitMatters, MassDOT, MBTA RR Operations, and System-Wide Accessibility to guide in the development of the study.
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Alternatives Overview

No Build Alternative

To Worcester  ❯ To Boston

To Worcester  ❯ To Boston

To Worcester  ❯ To Boston

To Worcester  ❯ To Boston

Auburndale, West Newton, and Newtonville Commuter Rail Stations Improvements
# Operations Analysis Findings

<table>
<thead>
<tr>
<th>Stops at All Newton Stations</th>
<th>Existing Schedule</th>
<th>No Build Alternative (Existing Track 2 Single Side Platform)</th>
<th>Alternative 1 – Single Side Platform (Track 1)</th>
<th>Alternative 2/3 – Double Side/Center-Island Platform</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Stops</td>
<td>Potential Total Stops</td>
<td>Potential Total Stops</td>
<td>Potential Total Stops</td>
</tr>
<tr>
<td>Inbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak (AM Peak Period)</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Off-Peak (Midday &amp; Evening)</td>
<td>5</td>
<td>6*</td>
<td>6*</td>
<td>9</td>
</tr>
<tr>
<td>Reverse-Peak (PM Peak Period)**</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>12</td>
<td>13*</td>
<td>13*</td>
<td>20</td>
</tr>
<tr>
<td>Outbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak (PM Peak Period)</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Off-Peak (Midday &amp; Evening)</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Reverse-Peak (AM Peak Period)**</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td>Overall Total</td>
<td>26</td>
<td>27*</td>
<td>27*</td>
<td>39</td>
</tr>
</tbody>
</table>

* One additional off-peak inbound service as compared to the existing schedule could also be provided under the existing platform configuration (No Build Alternative) and is not a result of the proposed platform configurations

** Trains were counted as reverse-peak if they were operating during the time periods of 4:45 a.m. to 9:45 a.m. for the AM Peak Period and 3:30 p.m. to 8:15 p.m. for the PM Peak Period

- Alternative 1 – Single Side Platform (Track 1)
  - Relocating single side platform to Track 1 does not create new opportunities for additional service that are not already possible under existing conditions
  - Single side platform operation limits reverse-peak service, resulting in periods of time with significant gaps in service

- Alternative 2/3 – Double Side/Center-Island Platform
  - Potential to reduce reverse-peak service gaps from approx. 5-6 hours to 2 hours
  - Alternative 3 center-island platforms provide additional operational flexibility/resiliency as compared to Alternative 2 double side platforms
### Order-of-Magnitude (OOM) Cost Estimates and Available Funding

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Station OOM Cost</th>
<th>Roadway Bridge OOM Cost</th>
<th>Total Program OOM Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 (Single Side Platform, Track 1)</td>
<td>Approx. $46M</td>
<td>N/A</td>
<td>Approx. $46M</td>
</tr>
<tr>
<td>Alternative 2 (Double Side Platforms)</td>
<td>Approx. $112M</td>
<td>Approx. $17M*</td>
<td>Approx. $129M</td>
</tr>
<tr>
<td>Alternative 3 (Center-Island Platform)</td>
<td>Approx. $112M</td>
<td>Approx. $106M</td>
<td>Approx. $218M</td>
</tr>
</tbody>
</table>

* Opportunity for station design modifications to avoid bridge impacts may require design waivers/exceptions from current standards

- Costs include all infrastructure capital costs, soft costs, associated contingencies (including 40% contingency for scope changes during design and 10% contingency for scope changes during construction), and 3.5% escalation applied to anticipated mid-point of construction

- **Current Funding included in the FY20-24 CIP $20.6M**
Overall Project Schedule

• Alternative 1 – Single Side Platform (Track 1)
  • Total program duration of approximately under 5 years (58 months)
  • Total construction duration of 2.6 years (31 months)
  • Service to all stations would be maintained during construction

• Alternative 2 – Double Side Platforms
  • Total program duration of approximately 8 years
  • Total construction duration of 5 years
  • Service to all stations would be maintained during construction, with interim service to new Track 1 platforms once complete

• Alternative 3 – Center-Island Platform
  • Total program duration of approximately 12 years
  • Total construction duration of 9 years
  • Assumes sequential construction of new stations
  • Station under construction would have to be closed
  • Passenger shuttles could be provided from closed station to remaining open stations as mitigation
Alternative 3 – Not Considered Going Forward

• Alternative 3
  • The opportunity for increased off-peak and reverse peak service for Alternative 3 is the same as for Alternative 2, however:
    - the cost for Alternative 3 is estimated to be $89M more than for Alternative 2 ($218M - $129M), and
    - the overall schedule duration for Alternative 3 is projected to be 4 years longer than for Alternative 2 (12 years – 8 years).
  • Alternative 3, as compared to Alternative 2, is considered less desirable based on cost, schedule and operational considerations.
  • Alternative 3 is not under consideration moving forward.
Alternative 1 Project Benefits

- Addresses MBTA’s Reliability and Modernization Needs
- Provides ADA Compliant Accessibility
- More efficient boarding (level boarding)
- Reduces station life cycle maintenance costs and lower energy consumption
- Achieves project goals at the least cost and shortest project schedule
- Allows for the future opportunity to add a second side platform to increase inbound off-peak and reverse peak service (i.e., Alternate 1 provides a path towards Alt. 2)
- Does not preclude future Urban Rail Vision
Auburndale Station: Alternative 1
Single Side Platform (Track 1)

Sloped walkway access from sidewalk & parking lot to platform

Plaza access from sidewalk to platform

Sloped walkway access from sidewalk to platform
West Newton Station: Alternative 1
Single Side Platform (Track 1)

Stair/elevator access from sidewalk to platform

Stair/ramp access from parking lot to platform

Sloped walkway access from parking lot to platform via ped. underpass
Newtonville Station: Alternative 1
Single Side Platform (Track 1)

Stair/ramp access from sidewalk to platform
Alternative 2 Project Benefits

- Addresses MBTA’s Reliability and Modernization Needs
- Provides ADA Compliant Accessibility
- Improves operations (level boarding)
- Reduces station life cycle maintenance costs and lower energy consumption
- Provides the opportunity to increase inbound off-peak and reverse-peak service
- Does not preclude future Urban Rail Vision
Auburndale, West Newton, and Newtonville Commuter Rail Stations Improvements

**Auburndale Station: Alternative 2**

*Double Side Platforms*

- Sloped walkway access from sidewalk & parking lot to platform
- Sloped walkway access from sidewalk to platform
- Ramp access from sidewalk to platform
- Plaza access from sidewalk to platform
- Stair/elevator access from plaza to platforms and across platforms via ped. bridge
- Emergency egress stair
Auburndale Station: Alternative 2
Double Side Platforms
West Newton Station: Alternative 2
Double Side Platforms

- Stair/elevator access from sidewalk to platforms and across platforms via ped. bridge
- Stair/elevator/ramp access from parking to platforms and across platforms via ped. bridge
- Sloped walkway access from parking lot to platform via ped. underpass

Auburndale, West Newton, and Newtonville Commuter Rail Stations Improvements
West Newton Station: Alternative 2
Double Side Platforms
Newtonville Station: Alternative 2
Double Side Platforms

Stair/elevator access from sidewalk to platforms and across platforms via ped. bridge

Bridge reconstruction required
(Note: Potential station design modifications to avoid bridge impacts may require design waivers/ exceptions from current standards)

Track realignment required
Newtonville Station: Alternative 2

Double Side Platforms
### Alternative 1/Alternative 2 Comparison

<table>
<thead>
<tr>
<th></th>
<th>Capital Investment (Approx. OOM Cost)</th>
<th>Total Program Duration</th>
<th>Total Construction Duration</th>
<th>Operational Impacts/Flexibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong></td>
<td>Stations: $46M</td>
<td>&lt; 5 years (58 months)</td>
<td>2.6 years (31 months)</td>
<td>Maintains existing service levels</td>
</tr>
<tr>
<td><strong>(Track 1 Single Side Platform)</strong></td>
<td>MassDOT Bridge: N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Program: $46M</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Alternative 2</strong></td>
<td>Stations: $112M</td>
<td>Approx. 8 years</td>
<td>5 years (60 months)</td>
<td>Provides additional flexibility with potential to increase reverse-peak service (does not support increased peak direction service)</td>
</tr>
<tr>
<td><strong>(Double Side Platforms)</strong></td>
<td>MassDOT Bridge: $17M*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Program: $129M</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Opportunity for station design modifications to avoid bridge impacts may require design waivers/exceptions from current standards.
Considerations

• Alternative 1 fully addresses the project goals at the least cost and can be delivered in less than 5 years.

• Alternative 2 fully addresses the project goals at a significant cost and schedule premium longer than Alternative 1 to implement.

• Alternative 2 provides the opportunity for expansion of existing service at an estimated project cost premium of $83M ($129M-$46M). Expanded service includes potential:
  - 3 additional inbound off-peak trips
  - 4 additional inbound reverse peak (PM) trips
  - 5 additional outbound reverse peak (AM) trips

• Alternative 1 will not preclude future Alternative 2 project elements from being constructed.
Recommendation and Go Forward Plan

• Alternative 1, designed to not preclude potential future expansion to Alternative 2, best meets the MBTA’s accessibility and current operational goals and can be implemented in the least amount of time and at the lowest cost.

• MBTA plans to award a professional services contract with VHB to advance the design of Alternative 1.

• In order to construct the project, additional funding will be required (non-MBTA funding).
Alternative 1 Project Schedule/Funding

• Award Consultant Contract: August 2019

• Design: 27 months*
  - Preliminary Design: September 2019 – June 2020
  - Final Design: July 2020 – July 2021
  - Bid Phase: August 2021 – November 2021
    (Contingent upon securing 100% funding prior to August 2021)

• Construction: 31 months
  - December 2021 – June 2024

* Candidate for Acceleration if funding is available by February 2021
Study Report Coordination & Briefings

- Jul 27, 2017: Transit Matters Coordination Meeting
- Feb 15, 2018: City of Newton/Elected Officials Briefing
- Mar 19, 2018: Transit Matters Coordination Meeting
- May 7, 2018: Briefing at FMCB Meeting with support from Elected Officials
- Nov 14, 2018: City of Newton/Elected Officials Briefing
Auburndale, West Newton, and Newtonville Commuter Rail Stations Improvements

Planned Outreach - Upon Award of Consultant Contract

- Public ENF Scoping Meeting  Spring 2020
- 30% Legislative Briefing  Summer 2020
- 30% Mayor/City Council Meeting  Summer 2020
- 30% Public Meeting  Summer 2020
- 75% Legislative Briefing  Winter 2021
- 75% Mayor/City Council Meeting  Winter 2021
- 100% Legislative Briefing  Spring 2021
- 100% Mayor/City Council Meeting  Spring 2021
- 100% Public Meeting  Spring 2021
# Project Cost Comparison – New Double Sided Platform CR Stations

<table>
<thead>
<tr>
<th>Commuter Rail Projects</th>
<th>Notice to Proceed</th>
<th>Construction Cost (Actual/Projected)</th>
<th>Total Project Cost (Actual/Projected)</th>
<th>Years of Additional Escalation to 2024 Mid-Point</th>
<th>Approx. Escalated Construction Cost</th>
<th>Approx. Escalated Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Acton</td>
<td>12/5/2012</td>
<td>$11,103,922</td>
<td>$19,085,037</td>
<td>9.75</td>
<td>$15,500,000</td>
<td>$26,700,000</td>
</tr>
<tr>
<td>Blue Hill Avenue</td>
<td>2/2/2017</td>
<td>$20,656,378</td>
<td>$26,550,000</td>
<td>6.00</td>
<td>$25,400,000</td>
<td>$32,600,000</td>
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<tr>
<td>Chelsea</td>
<td>6/5/2019</td>
<td>$32,367,200</td>
<td>$37,939,311</td>
<td>3.75</td>
<td>$36,800,000</td>
<td>$43,200,000</td>
</tr>
<tr>
<td>Winchester</td>
<td>Spring 2020</td>
<td>$39,600,000</td>
<td>$49,920,424</td>
<td>2.67</td>
<td>$43,400,000</td>
<td>$54,700,000</td>
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<tr>
<td>Newton Stations (Alt. 2)</td>
<td>Summer 2022</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$105,100,000</td>
<td>$129,000,000</td>
</tr>
<tr>
<td>Average Cost for each Newton Station</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$35,000,000</td>
<td>$43,000,000</td>
</tr>
</tbody>
</table>

Note: Escalation of 3.5% applied to March 2024 Mid-Point of Construction for comparison purposes only. Approximate Escalated Costs rounded to nearest $100,000.
Questions & Answers