

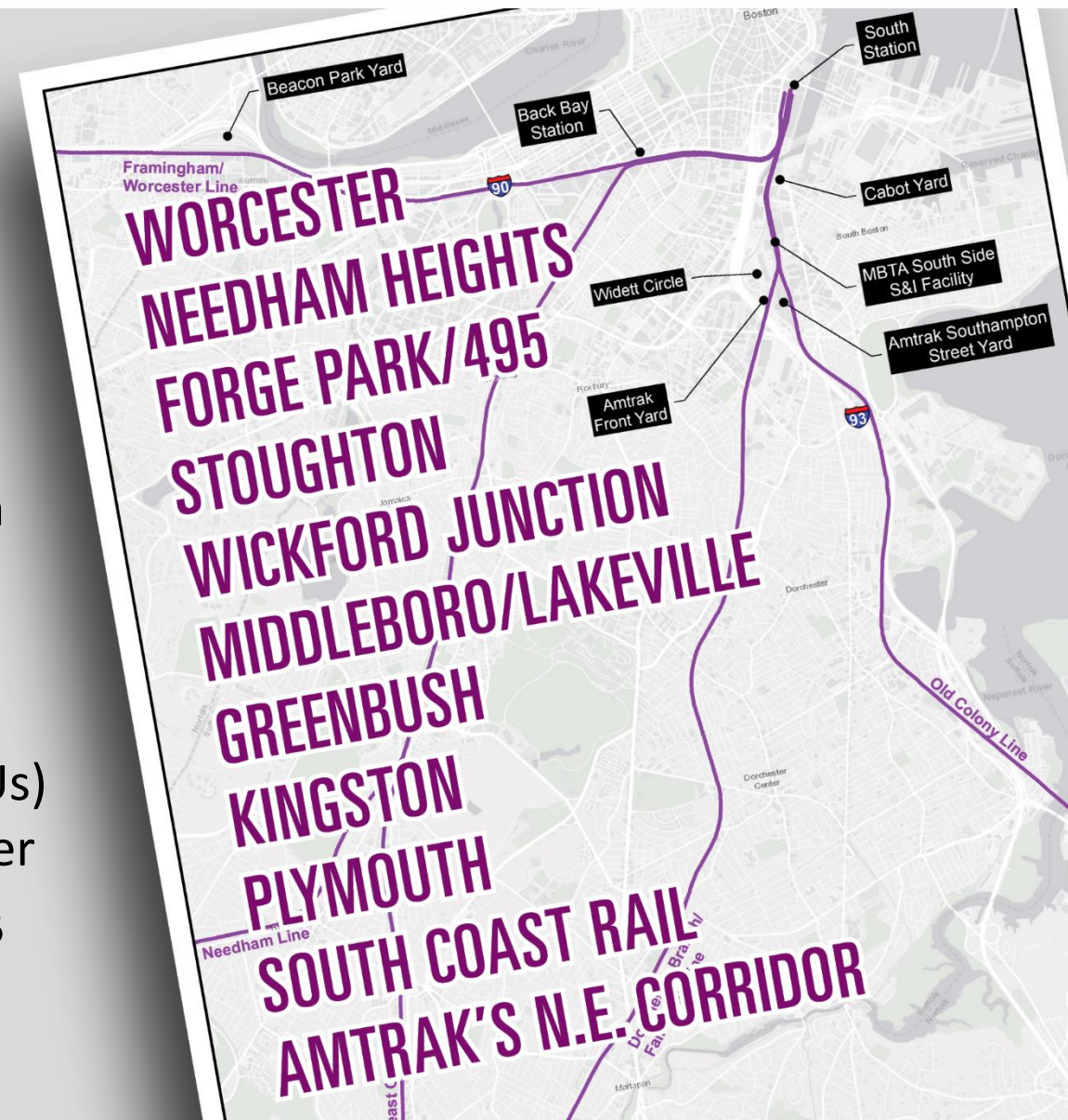
# Widett Circle Acquisition

December 15, 2022









Richard Henderson, Chief Real Estate Officer

# The Need for Layover Facility

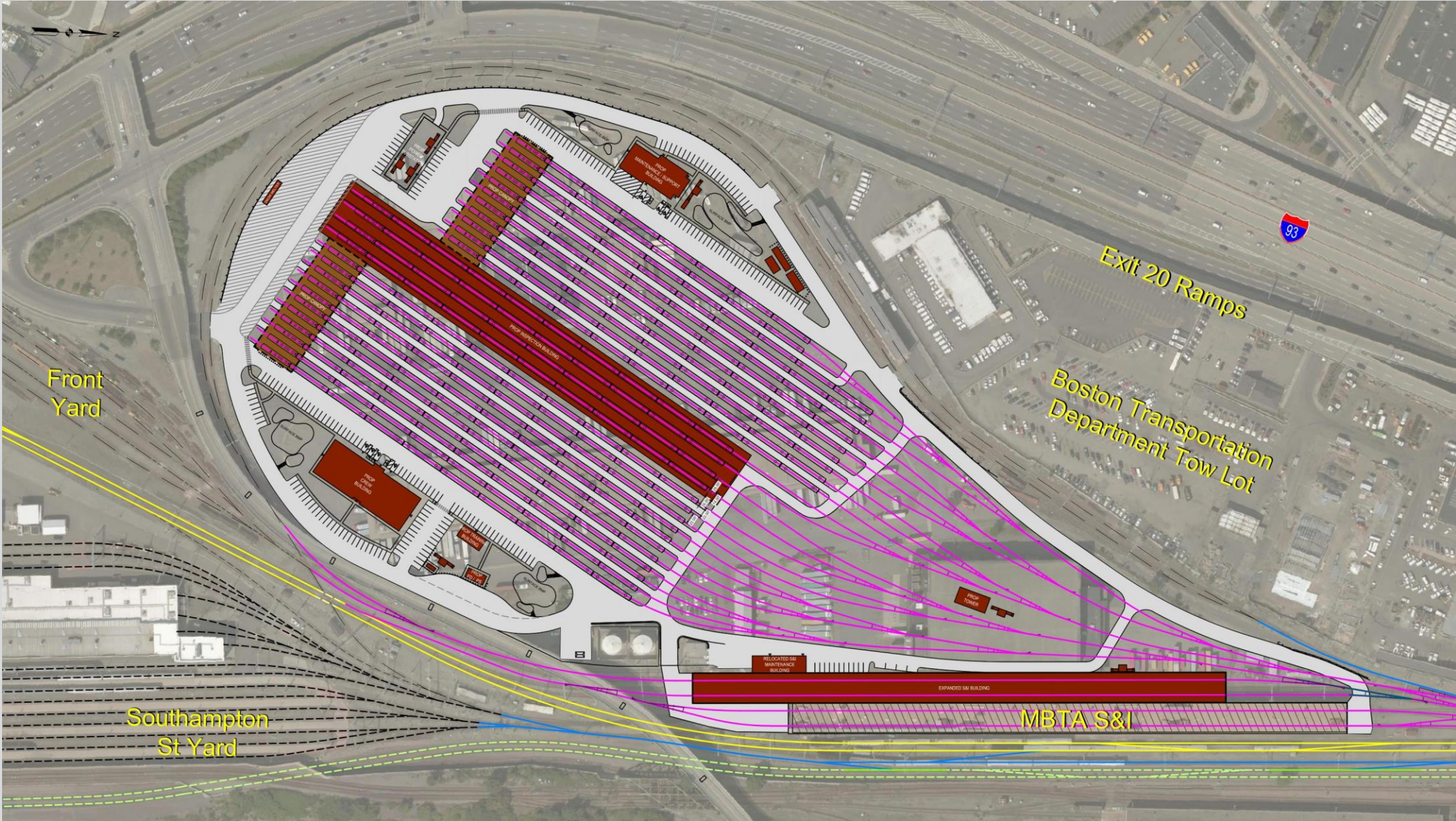
- 2/3 of the MBTA's commuter rail services are on the South Side
- MBTA's South Side midday layover facilities are operating at or near capacity and cannot accommodate current or future needs
- Trains that cannot be stored in yards are forced to occupy valuable platform space at South Station or run on the system as moving storage
- Anticipated increase in service (South Coast Rail, Urban Rail and Regional Rail) and new technologies (e.g., Electrified Multiple Units – EMUs) will require additional midday and overnight layover
- Long demonstrated need reconfirmed in 2021 VHB analysis of current and future operations



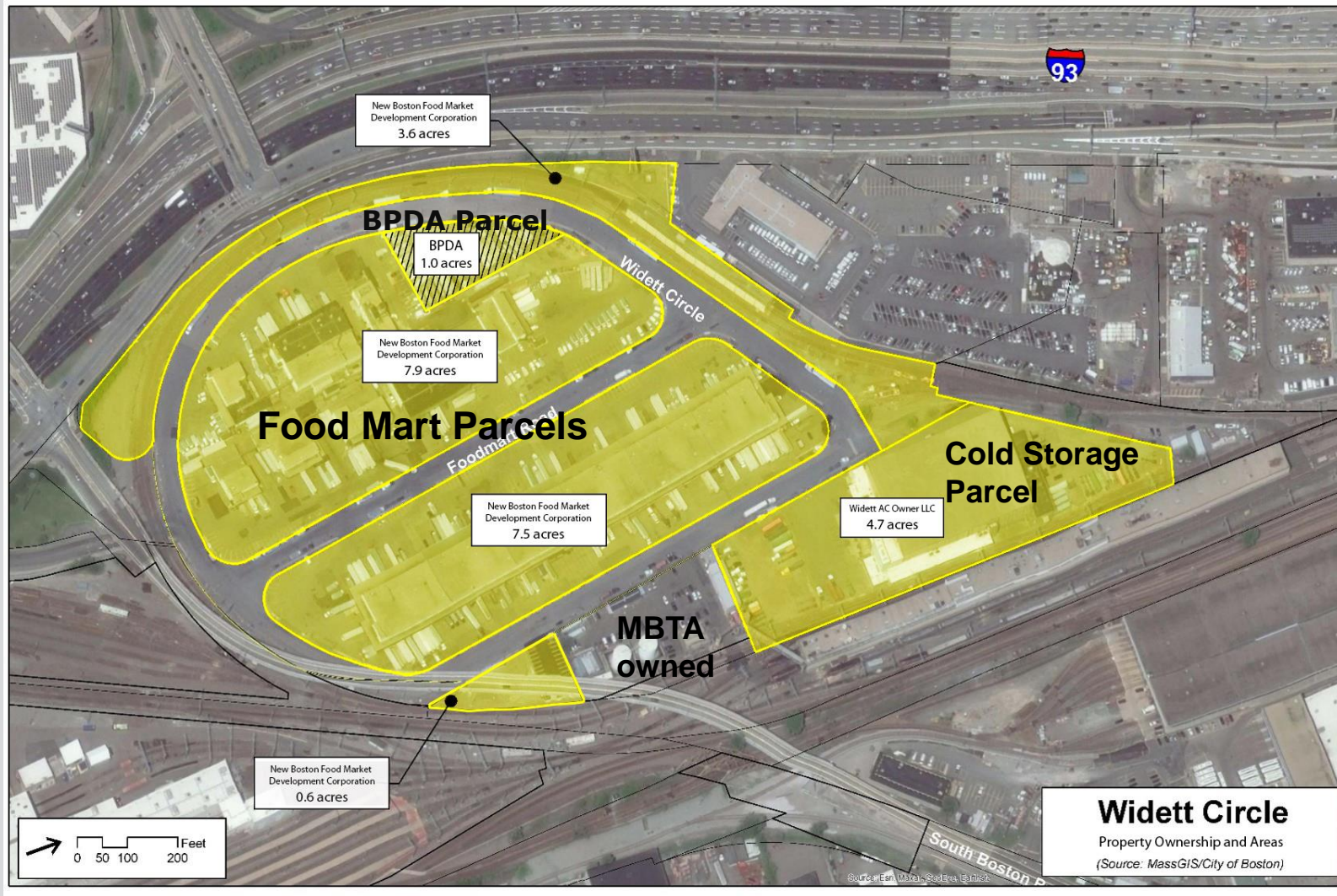
# Why Widett Circle?

1. Less than 1 mile from South Station 
2. Direct Rail Access immediately adjacent to the MBTA's Service and Inspection Facility 
3. Relieves congestion on the Fairmount Line by removing significant deadhead miles 
4. Situated within an industrial area, adjacent to compatible transportation uses 
5. Provides the opportunity for increased revenue service to EJ communities along the Fairmount Line 
6. Reduces the risk for a breakdown causing cascading impacts on the line 
7. Urban Rail requires storage facilities closer to the downtown core 
8. Already permitted under MEPA and NEPA for a railyard 

# Yard Concept Plan (from SSX Environmental Filing)



# Parcels Proposed to be Acquired



- Food Mart parcels are 19.4 acres
- Cold Storage parcel is 4.8 acres
- City of Boston roads and BPDA Parcel not included

# Recommended Vote

- That the General Manager, or his designee, is authorized to execute in the name of and on behalf of the MBTA, an Order of Taking and such other instruments and documents as he shall determine, in consultation with the General Counsel, to be necessary or desirable to effectuate the acquisition of the Properties;
- That the General Manager, or his designee, is authorized to make payment for damages for such Order of Taking to the Owners of the Properties in a total amount not to exceed the amount of the appraisal of the Properties commissioned by the MBTA and concurred in by the FTA, plus any such additional amount for the settlement of claims from the Owners not to exceed the general delegation of authority from this Board to the General Manager.
- Nothing in this vote shall be deemed to limit the authority of the General Manager, or his designee, to make such additional payments for relocation benefits and other claims that may be made or otherwise owed in connection with the taking consistent with the general delegation of authority from this Board to the General Manager.
- The General Manager, or his designee, is authorized to execute in the name of and on behalf of the MBTA, an amendment to the June 23, 2021 Interagency Services Agreement between the MBTA and MassDOT to increase the value by \$55,000,000 to allow for the transfer of funds from MassDOT to the MBTA for the acquisition of the Properties.