



GREEN LINE EXTENSION PROJECT



massDOT
Massachusetts Department of Transportation



07-Dec-2016
Public Meeting
Somerville High School

Agenda – December 7, 2016

1. **Update on GLX Status**
 - a. New Program Manager, John Dalton
 - b. Work of the Interim Program Management Team
2. **Design Build (DB) contractor selection process and timeline**
3. **Latest project schedule**
4. **Next steps/milestones**
5. **FTA requirements on Funding Agreement**
6. **Upcoming Environmental Review**



Project Goals & Benefits Unchanged

- Improves local and regional air quality
- The GLX project is a commitment of the Commonwealth to Cambridge, Somerville, and Medford
- 20% of population of Somerville is within walking distance of rail transit today, and 80% is anticipated to be so with extension of the Green Line
- Economic benefits, including the improvement of the commercial tax base



GLX Status

In December of 2015, the MassDOT Board and the MBTA Fiscal and Management Control Board established an Interim Program Management Team to perform a rapid assessment and redesign of the Green Line Extension project.

GLX Status

The Team, which includes both agency and consultant staff, was tasked with answering six questions:

- 1) What would a redesigned Green Line Extension project look like?
- 2) How much would the project cost to deliver, including monies already spent or committed?
- 3) What would the new project schedule look like, including FTA coordination and approval, reprocurement, and construction?
- 4) If the GLX project continues, how should the remaining design and construction work be procured and executed?
- 5) If the GLX project continues, how should it be managed, by both MBTA staff and consultants?
- 6) What revenue is available to pay for a revised GLX project?

Redesign - Key Principles

- 1) Significantly reduce the projected costs by developing initiatives that maintain project goals and do not violate the requirements of the FFGA
- 2) Maintain the project's functionality and benefits
- 3) Reduce and manage construction risks, complexities, and uncertainties
- 4) Develop a new construction timetable to match the new scope elements

The Redesigned GLX Project

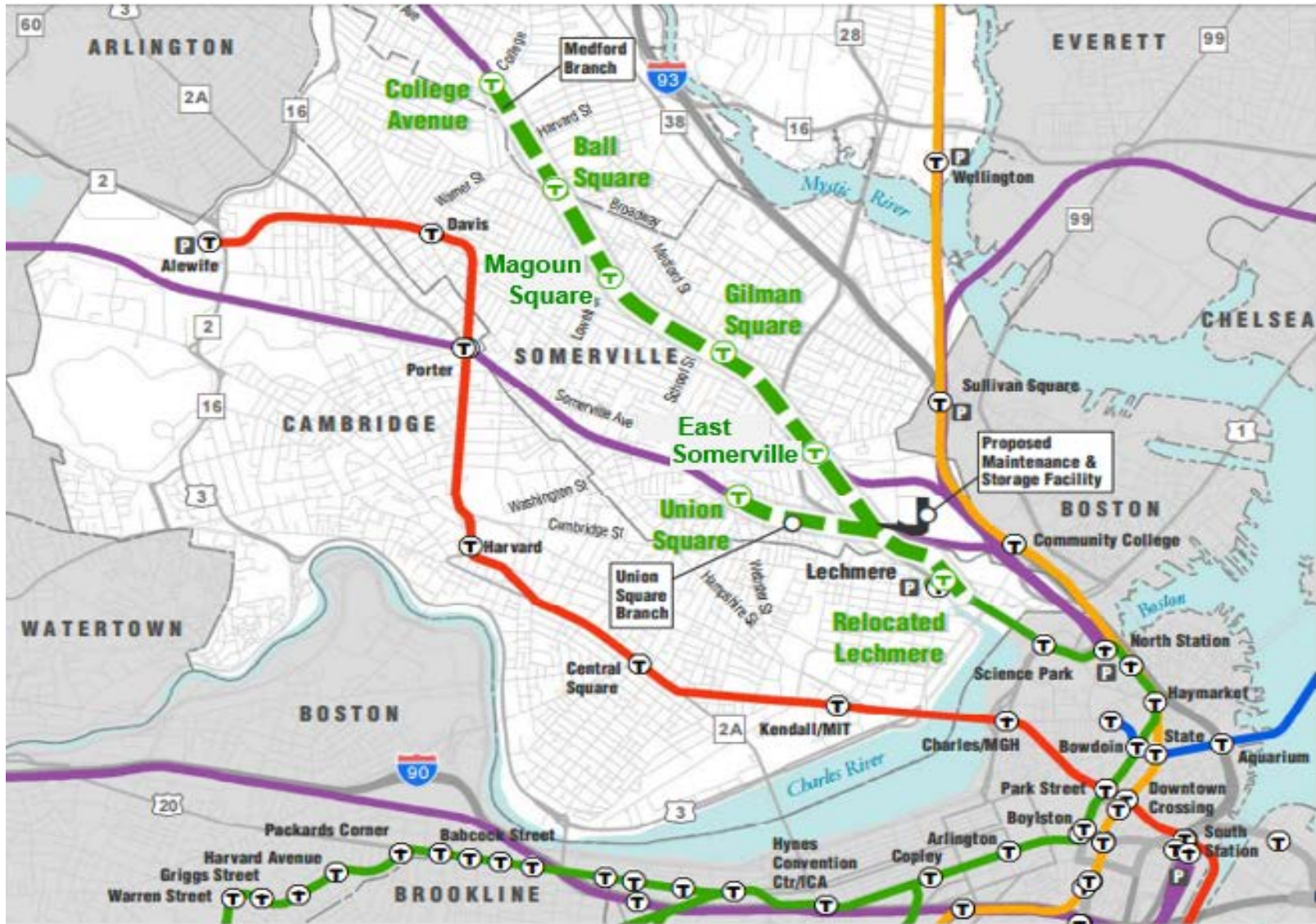
What is unchanged from the original GLX design?

- 1) Design from May 9th Report unchanged
- 2) Same number of stations (seven) in the same locations, with all stations receiving Green Line service
- 3) Vehicle Maintenance Facility (VMF) is included but scaled back
- 4) Identical platform size and functionality
- 5) Conforms with the Environmental Assessment, Environmental Impact Report, and Full Funding Grant Agreement
- 6) Includes a multiuse community path
- 7) Same level and frequency of Green Line service

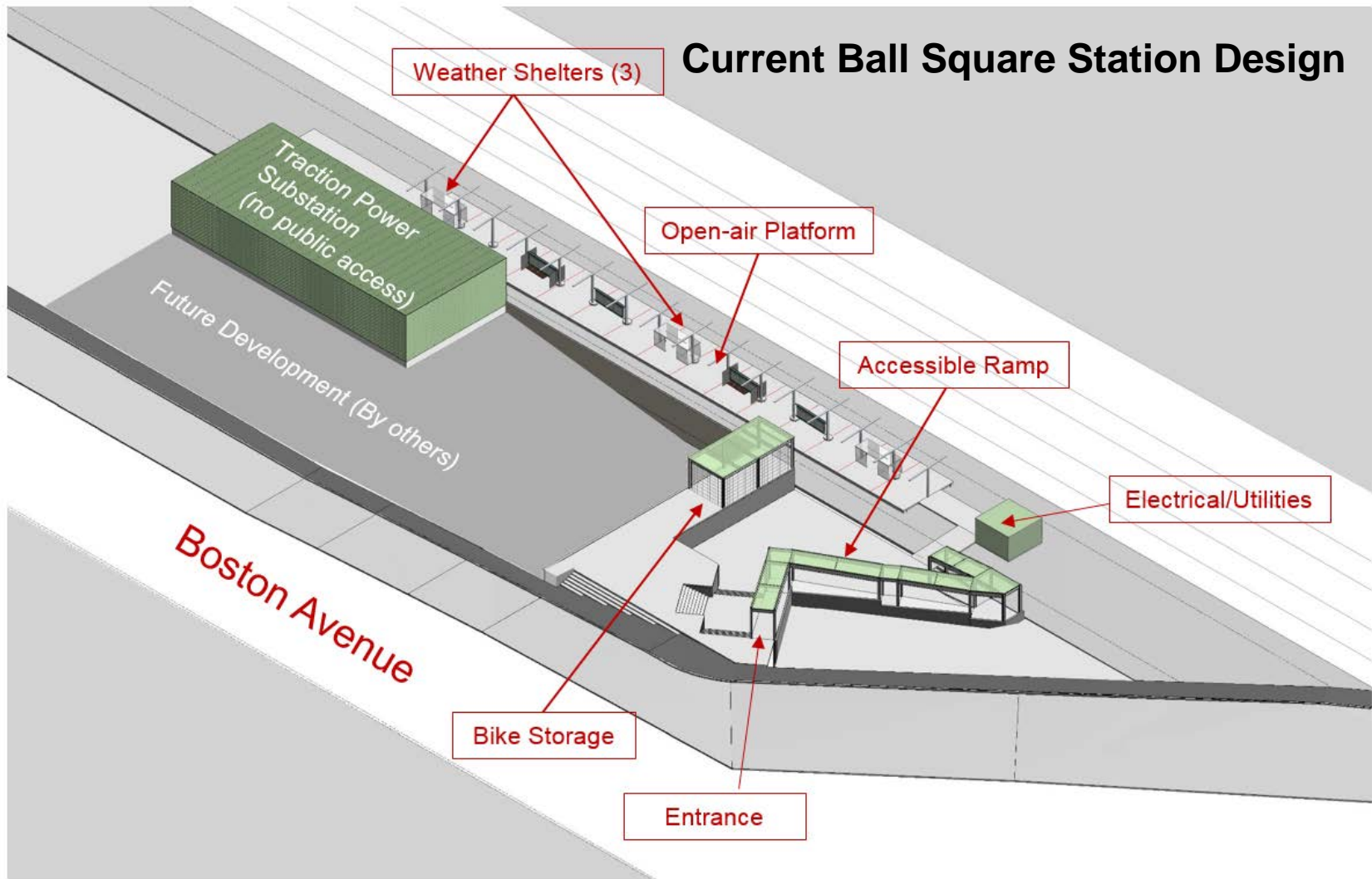
Redesigned Elements Since January 2016

- A. Stations
- B. VMF
- C. Bridges
- D. Walls
- E. Community Path
- F. Systems

New GLX Station Names



Example of Station Redesign



Community Path Comparison

Function	Previous Design	Redesign
Length of Path	10,000 feet	7,000 feet
Start/ finish	Lowell Street to Water Street, Cambridge	Lowell Street (Magoun Square Station) to Washington Street (East Somerville Station)
Width	11-foot average, 8-foot minimum	11-foot average – 8 foot minimum
Street Access Points	Central Street Sycamore School Street Medford Street Walnut Street Chester Street (2) Washington Street West Boulevard	Central Street Sycamore Street School Street Chester Street (Possible) Washington Street

Community Path wasn't the only element impacted

- Maintenance Facility was reduced to approximately 50% of its previously proposed size, despite the MBTA's need for additional maintenance facility space
- While all stations meet the requirements of the ADA, accessibility is not as robust as was in the prior design
- Passenger amenities (canopies, shelters, waiting areas, etc) at and inside the stations greatly reduced

Lack of affordability would have resulted in cancelling the GLX project

Alternative Community Path

- **Meets the spirit of the original Community Path by providing:**
 - Nearly 1.3 miles new urban path (and extension of existing bike) network
 - Accessible connections to two of the GLX stations
 - Corridor section maintains 8-foot minimums at pinch points – same as prior design
 - Does not preclude future extensions of the Community Path in the future.

- **Greatly reduced cost -- previously **estimated at \$20 Million** ***

** Reflecting revised scope and quantities applied to the previous (ICE) unit prices*

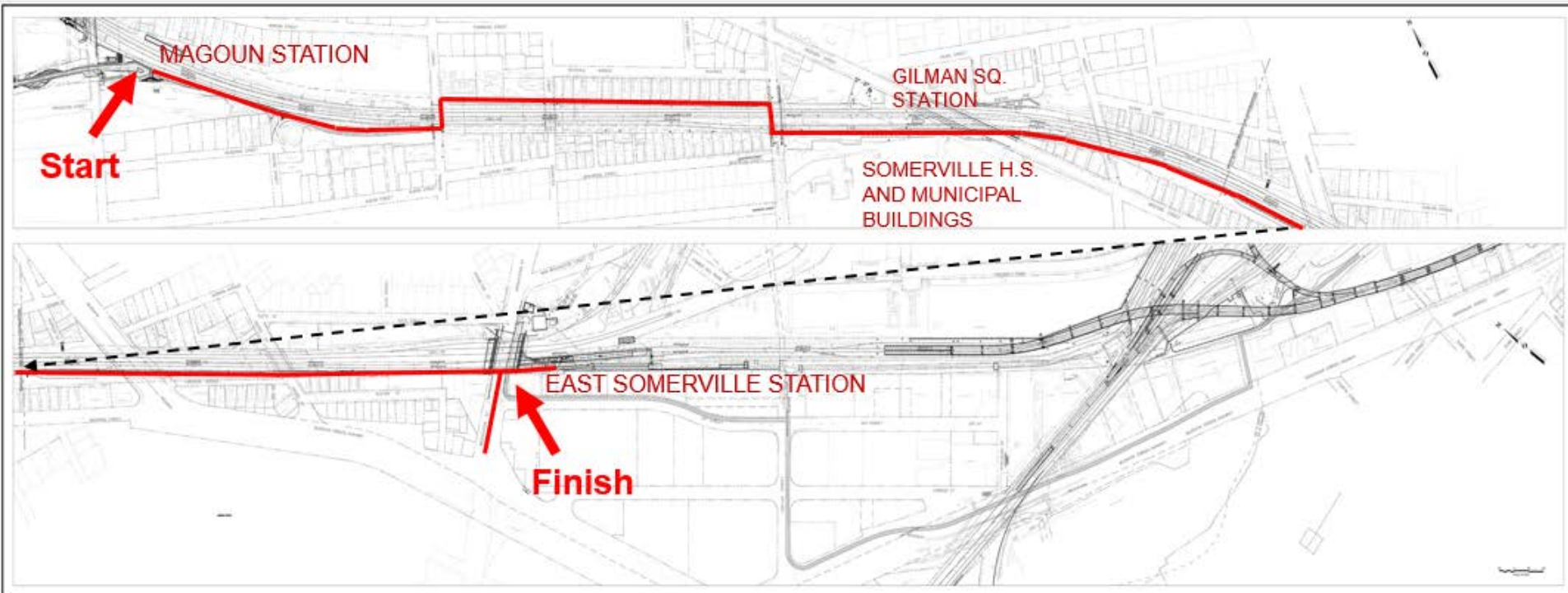
Procurement & Operational Considerations for the Community Path

- No changes to approved/existing track, structure, or real estate
- Design needs to meet all MBTA standards as well as any other federal, state or local requirements (e.g., public safety, emergency response, durability, accessibility, *etc.*)
- Cannot delay the Procurement of the DB Contract
 - RFP to be released to shortlisted DB firms in mid-March

Financial Considerations for the Community Path

- The current cost estimate (redesigned GLX) is \$75M higher than the available funding
- Overall project must still be within the MBTA's established maximum price
- Any delta in bids that are lower than the established maximum price go back to the project as contingency
- Any scope increases need Board approval
- Any change needs to recognize all direct and indirect costs
- Any new elements must be consistent with the FTA's program and considered eligible for federal funds – funded from an outside funding source

Redesigned Community Path



GLX Pre-Procurement

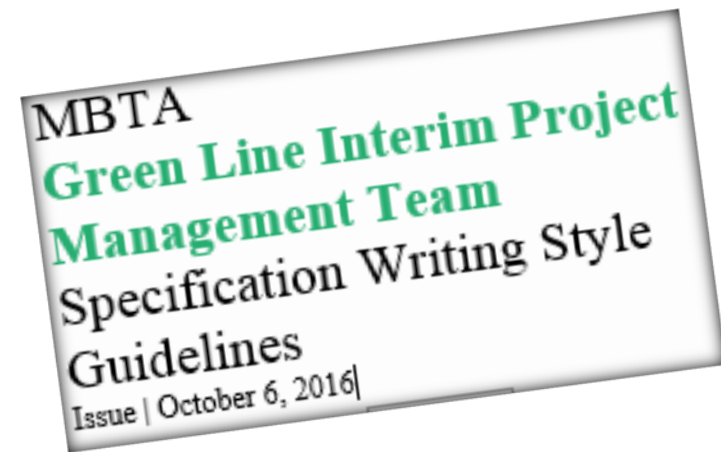
Design Build Methodology & Schedule

Project Delivery Method

- MBTA evaluated range of options for delivery of single contract for major remaining work
- Comparative analysis drove MBTA to best solution: **Design-Build Contract**

DB Contract Specifications

- **Performance specifications** present the requirements for the performance of an item and do not address how this performance will be achieved.
- **Prescriptive specifications** present requirements for what must be used or must be done or – conversely – what must not be used or done.
- Vast majority of Specifications will be **Performance**
- Performance Specifications may have some Prescriptive elements in them



Project Delivery Method (cont.)

Benefits of decision to deploy Design-Build:

- Promotes innovation before the bid prices and best-value selection processes are complete
- Promotes more predictable, fixed price bids for the planned scope
- Provides a risk sharing model which assigns risks to the party best suited to handle the risk
- Owner's interface risk between design and construction scopes eliminated
- Preserve modal choice
- Comply with FEIR/EA and FFGA

DB Procurement Schedule Highlights

A. Current (REV-9) Procurement Schedule

- Pre-Procurement Forum 11/16/16
- Issue RFQ 12/15/16
- Receive SOQ 1/26/17
- Issue Shortlist 2/25/17
- Issue Draft RFP 3/14/17
- One-on-Ones 4/1/17 – 8/2/17
- Issue Final RFP 5/23/17
- ATC Process 6/13/17 – 8/9/17
- DB Proposals Due 9/30/17
- Bid Opening/Select DB 11/28/17
- DB NTP 2/11/18

-DRAFT-

DB Construction Timeline

Subject to Change

Key Construction Milestones


- **DB Procurement:** October 2016 – February 2018
- **DB Construction:** February 2018 – December 2021
- **Green Line Service to Union Square Station** – June 2021
- **Green Line Service to College Avenue Station** – September 2021

GLX Public Meeting 12/7/16

Environmental Review

FTA Status

FTA review/findings on Interim Program Management Team redesign

 U.S. Department of Transportation
Federal Transit Administration

REGION I
Connecticut, Maine,
Massachusetts,
New Hampshire,
Rhode Island, Vermont

Voice Center
55 Broadway, Suite 500
Cambridge, MA 02142-1093
617-494-2055
617-494-2885 (fax)

August 25, 2016

Ms. Stephanie Pollack
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Ten Park Plaza, Suite 4160
Boston, Massachusetts 02116

Dear Secretary Pollack:

I want to thank you and your staff for the very productive discussions we had on the redesigned Green Line Extension Project (GLX) earlier this month. The GLX Interim Project Management Team (IPMT) has made every effort to redesign the project in ways that preserve its most essential transportation benefits, consistent with your fiscal constraints. As you know, the Federal Transit Administration (FTA) has asked for a good deal of clarifying information as part of our ongoing oversight of the project, but based on the most recent data and information, we find the following: (1) Your proposed scope of work is consistent with the project scope as set forth in our Full Funding Grant Agreement (FFGA) of January 2015; (2) Overall, your cost estimates are complete, well documented, and likely conservative with respect to the direct costs of construction; and (3) Your project schedule is mechanically sound, but optimistic—any delays in your schedule would most likely result in additional costs to the project.

At this juncture FTA does not have all the information required to complete a risk review. FTA will continue to work closely with the IPMT to better understand the inherent risks in the redesigned project. As we have discussed, however, for the purpose of meeting the project schedule, and carrying out the most critical risk mitigations, the Massachusetts Bay Transportation Authority (MBTA) should immediately:

- Secure a permanent management team with the managerial and technical skills necessary to manage and deliver a project of this cost, scale, and complexity;
- Develop and execute the design/build procurement;
- Revise the Project Management Plan (PMP), as necessary and appropriate, and carry out the PMP; and
- Execute all third party contracts on the critical path for the project schedule.

Let me reiterate, the MBTA may continue to proceed to meet critical milestones with its own resources consistent with our January 2015 FFGA. Once we can execute an amendment to the FFGA, FTA will be in a position to begin the award of Section 5309 Major Capital Investment funds for the project. Until then, the Commonwealth and MBTA should consider the use of CMAQ funding programmed by the Boston Metropolitan Planning Organization for the GLX, to help finance any and all eligible project activities.

- *“New proposed scope ... consistent with FFGA...”*
- *“Cost Estimates ... complete, well documented, and likely conservative {direct costs} ...”*
- *“Project Schedule ... mechanically sound, but optimistic ...”*
- *“...for purposes of meeting schedule ... the MBTA should immediately secure a permanent management team.”*
- *“ ... recommended use of federal Congestion Mitigation & Air Quality Improvement Funds during interim period”*

GLX – MEPA Notice of Project Change

The GLX project intends to file a **Notice of Project Change (NPC)** with the Massachusetts Environmental Policy Act (MEPA) in mid-January 2017

- The NPC will outline in MEPA format:
 - Changes to the project since the Environmental Impact Report (EIR)
 - The current design maintains the original functionality and benefits of the project
 - Reduced scope = less environmental impact
 - The current design conforms to the environmental commitments referenced in the Environmental Assessment (AE)



Environmental Mitigation Commitments

Performance
vs.
Prescriptive

➤ Example: Noise Mitigation

- GLX noise mitigation commitments do not change
- Method of achieving noise mitigation may be revised based on cost effectiveness
- Alternatives under consideration in certain areas include:
 - ✓ Alternate sound barrier material
 - ✓ Sound insulation at receptor location (e.g., houses)

GLX – MEPA Notice of Project Change

GLX Notice in the Environmental Monitor will initiate:

- A 20-day public comment period
- Followed by MEPA finding

GLX - EPA Brownfields Grant Program

- MBTA is seeking EPA Brownfields Funds for two GLX properties in Somerville and Medford
- Properties were acquired for GLX
- MBTA is seeking \$400,000 in EPA funds for cleanup of the properties as part of GLX redevelopment
- The GLX project is consistent with the EPA initiative of land revitalization

GLX - EPA Brownfields Grant Program

- MBTA is seeking EPA Brownfields Funds for three GLX properties in Somerville and Medford
- Properties were acquired for GLX
- MBTA is seeking **\$600,000** in EPA funds for cleanup of the properties as part of GLX redevelopment
- The GLX project is consistent with the EPA initiative of land revitalization

GLX - EPA Brownfields Grant Program

Somerville Properties

20 & 40-48 Third Ave
Somerville

Industrial Properties to be
used as Vehicle Maintenance
Facility

Seeking \$400,000 in Clean
Up Funds (two grants)

Contamination: Petroleum
and Hazardous Substances

Medford Property

Boston Avenue & Broadway
Medford/Somerville

Industrial Property to be used as
Ball Square Station

Seeking \$200,000 in Clean Up
Funds

Contamination: Petroleum and
Hazardous Substances

GLX - EPA Brownfields Grant Program

This public meeting is part of the Community Engagement requirement for the EPA Brownfields Grant Program

Additional information including the Draft Grant Proposal and Analysis of Brownfield Cleanup Alternatives (ABCA) can be found at: <http://greenlineextension.org/documents>

Please submit comments tonight or by 12/19 to info@glxinfo.com

GLX December 7, 2016 Public Meeting

Discussion



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