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Date: February 22, 2021

To: Fiscal and Management Control Board

From: Jennifer Tabakin, South Coast Rail Program Manager

Re: South Coast Rail 2021 Q1 Update

SCOPE

South Coast Rail Phase One will extend the Middleborough/Lakeville Commuter Rail to Taunton, Fall River and, New Bedford by late 2023. Work includes the construction of both new and rebuilt track, within 24 miles along the existing Middleborough Secondary and New Bedford Main lines and 12.1 miles along the Fall River Secondary line; the construction of six commuter passenger stations – East Taunton, Freetown, Fall River Depot, Middleborough, North New Bedford, New Bedford – and, the construction of two layovers at Weaver’s Cove in Fall River and Wamsutta in New Bedford.

QUARTERLY UPDATE

- Construction of South Coast Rail Phase One is progressing on schedule and within budget, with \$562M of major construction contracts awarded with active work on the New Bedford mainline, Fall River secondary, and the Middleborough secondary.
- SCR Constructors (Middlesex/Tudor Perini) was issued NTP II in December, is mobilized for construction. Delivery of track materials is ongoing, and fabrication of SCR’s bi-level coaches is progressing.
- New award: Route 24 bridge widening work for SCR was awarded to Cardi Corporation, within the Rt 140/ Rt 24 interchange project. The SCR budget for this contract is \$27.2M.
- Signal work and PTC design work have commenced and have planning for testing, commissioning, and rail activation.

CONSTRUCTION UPDATE

Middleborough Secondary/New Bedford Mainline (K78CN04) SCR Constructors (Middlesex/Tudor Perini). \$403.5M budget; 3% complete.

- Final approval of baseline schedule is expected by the end of February. Contractors are mobilized to commence work at both Middleborough Station and East Taunton Station; installation of erosion control, tree clearing, and grubbing is ongoing.
- On average, SCR Constructors have 15 to 20 workers on-site daily, including surveyors, tree contractors, and site crews, with about a dozen or more office staff and site superintendents for

supervision and management. Daily equipment used includes about a dozen pieces of heavy civil equipment on-site, including excavators, steamrollers, bulldozers, dump trucks, tree equipment.

Signals and Communication / Positive Train Control (K78CN040). Signal design submittals are in the final review, long-lead signal hardware is approved, with work on schedule to meet the July 2021 preliminary design milestone.

Fall River Secondary Contract (K78CN03) Skanska/DW White: \$159 million budget; 13% complete with 507 engineering submittals in review or with approved status. Fabrication and delivery of rail materials are progressing; tree clearing, pile driving for retaining wall work have commenced, and underground utility work continues.

- Next quarter: progress on culvert rehabilitation work is a priority, along with foundation work at the Fall River Depot station.
- Skanska / DW White has an average of 35 to 45 workers on-site daily to cover the site work, utilities, tree clearing, surveyors, & sheet pile/soldier pile wall crews. Daily, there are 25-30 pieces of heavy civil equipment on-site including excavators, loaders, bulldozers, dump trucks, and tree equipment.

COMPLETED CONSTRUCTION

The Early Action Demolition Contract (K78CN02), contractor DW White completed the demolition of twelve structures on October 9, 2020.

Rolling Stock: SCR is funding the procurement of 16 new bi-level coaches for SCR. This month, the first pilot coaches will be outfitted, with delivery planned for spring 2022. All sub-vendor material deliveries are on schedule to meet pilot and production manufacturing needs. Also, SCR will also fund the overhaul of two GP40 locomotives, to be done at the MBTA's Rochester facility, to add to the fleet to cover SCR.

Real Estate: In the last quarter, access acquisitions at 1822 North Main Street in Fall River and 128 Bradley Road in Freetown were completed, with work continuing on grade crossing closures and easements related to track access, traffic mitigation, and bridge work. To date, \$15.9M has been expended in real estate for SCR, against expected total expenditures of \$18.9M.

DESIGN PHASE

Design work for the New Bedford pedestrian bridge is progressing to meet the award in the winter of 2022. Design work for the off-site traffic mitigation work is proceeding, with Middleborough and East Taunton designs under review by MassDOT and the MBTA, respectively. Mitigation for Freetown, Fall River, and New Bedford is at 25% design completion. SCR Full Build conceptual design will begin 2022, to connect the Stoughton Line to the phase one South Coast Rail lines.

SCR PROGRAM MANAGEMENT

The MBTA SCR filled the Director of Budget and Administration position and brought on three new MBTA construction inspectors, with two additional inspectors expected to start next month. The SCR PM/CM consultant added four inspectors to the team of 30.

BUDGET

- Authorized funding for the SCR Program is \$1.14B, of which \$986.1M is for MBTA SCR work and \$156M is for Mass DOT SCR work. Of this, \$174M is expended through FY20.
- The FY21 capital improvement plan includes a total of \$138.8M of which \$120.6M is MBTA and \$18.2M is MassDOT. Of this, \$53.3M has been expended to date. The program is on target to meet spending goals, with \$4.1M spent on the Fall River contract since the last quarterly update and spending beginning on the New Bedford contract.