Green Line Extension Update

Fiscal and Management Control Board
June 21, 2021
John Dalton, Program Manager
Agenda

• Project Status and Risks
• Progress Photos
• Program Commercial Position
• Potential Board Action
Project Status

• Progress Metrics
  • GLX is approximately 80% complete
  • 65% of new Green Line track installed (100% complete on Branch 1 and Vehicle Maintenance Facility)
  • 10 of 10 elevator towers erected
  • 588 of 603 Overhead Catenary Poles erected
  • Handover of Vehicle Maintenance Facility scheduled for next month
  • System Testing and Commissioning effort underway
Project Risks

• COVID-19
  • Supply chain impacts (residual and existing)
  • Work productivity and inefficiencies during GLX’s most critical year (on-site and off-site)

• Contractor/Subcontractor Labor Deployment

• Testing & Commissioning
  • Interface with the existing/legacy Green Line systems and testing/commissioning of new GLX elements
Overall Progress for the DB Contract Only

[Graph showing DB Entity Contract Cash Flow Performance from FY19 Q1 to FY22 Q4]
Project Status – Photos (Before and After)

Future Site of East Somerville Station – June 2019
Future Site of East Somerville Station – June 2021
Project Status – Photos (Before and After)

Future Site of Lechmere elevated Station – August 2019
Future Site of Lechmere elevated Station – June 2021
Project Status – Photos (Before and After)

Future Site Red Bridge Viaduct – August 2019
Project Status – Photos (Before and After)

Future Site Red Bridge Viaduct – June 2021
Project Status - Photos

Aerial View – Red Bridge Viaduct – April 2021
Project Status - Photos

Aerial View – Red Bridge Viaduct – April 2021
Project Status - Photos

Aerial View – Red Bridge Viaduct – May 2021
Project Status – Photos (Before and After)

Future Site of GLX Vehicle Maintenance Facility – March 2019
Future Site of GLX Vehicle Maintenance Facility – June 2021
GLX Overall Commercial Position

• Program is in a solid financial position (adequate contingency)
• Schedule pressure remains
• COVID impacts (past and future)
• +130 Potential Change Orders or other commercial issues are open
• Potential for future Differing Site Conditions (DSC’s) remain
• Costly Dispute Resolution and Litigation Risk remains
• 80% of project complete with critical 20% remaining
GLX Global Settlement with Design-Build Entity

- Juncture allows for wrapping up existing commercial issues and getting ahead of future potential close-out commercial matters
  - Existing commercial issues
    - +130 Potential Change Orders and other Commercial Issues (including COVID-19)
  - Future Issues/Disputes
    - COVID-19, weather impacts, future impacts
    - Potential litigation for pandemic impacts – potential total cost claim
  - Risk Transfer from MBTA to DB Entity
- Account for cost impacts stemming from time extension
GLX Global Settlement with Design-Build Entity

• Settlement includes
  • Significant reduction of future litigation risk (COVID-19 and otherwise)
  • Updated Revenue Service Dates
    • Branch 1 (Union Square Branch) – December 2021;
    • Branch 2 (Medford Branch) – May 2022
  • Close-out of all COVID-19 impacts (costs and schedule)
    • Direct Costs (sanitization, stand downs, additional PPE, etc.)
    • Indirect Costs (construction and fabrication productivity impacts)
    • Extended Overhead costs
  • Close-out of Existing Change Orders/Disputes on the project
  • Risk Transfer from MBTA to DB Entity for potential future impacts
  • Obligatory Contractor/Subcontractor Staff deployment commitments
  • Performance Payments
  • Settlement Value is a Not-to-Exceed amount of $80M.
Request of the Board

To authorize the General Manager to execute, in the name of and on behalf of the Massachusetts Bay Transportation Authority, and in a form approved by the General Counsel, a settlement agreement and any ancillary documents, including a change order to MBTA Contract No. E22CN07, with GLX Constructors, a Joint Venture, in a sum certain not to exceed $80,000,000.00.