



GREEN LINE EXTENSION PROJECT



massDOT
Massachusetts Department of Transportation



April 10, 2017 Joint Meeting
MassDOT Board and
MBTA Fiscal & Management Control Board

GLX Program Update

- Schedule Update
- Design Build Procurement Update
- FTA Coordination
- GLX Funding Update
 - Capital
 - Operations
- Joint Resolution Update
- Recommended Actions and Next Steps

Project Schedule Highlights

1. Federal Transit Administration (FTA) Risk Refresh 1/25/17 -1/26/17 (Actual)
2. Issue Draft Request for Proposals for DB Shortlist 3/15/17 (Actual)
3. NEPA Process Completion 3/28/17 (Actual)
4. Hold One-on-Ones 3/28/17 – 4/20/17 (Actual)
5. FTA Notification of Concurrence 4/3/17 (Actual)
6. Issue Final RFP 5/23/17
7. Alternative Technical Concept (ATC) Process 5/30/17 – 8/9/17
8. Design Build Proposals Due 9/28/17
9. Bid Opening/Select Design Build Entity 11/28/17
10. Notice to Proceed to Design Build Entity 2/9/18
11. Project Completion 12/10/21

GLX DB Request for Proposals

- Draft RFP issued to shortlisted Design Build teams on March 15, 2017
- DRAFT RFP includes
 - Base scope (7 stations, Vehicle Maintenance Facility, track, power delivery, train control, community path, etc.)
 - Additive Options
 - Define Not-to-Exceed Price (“Affordability Limit”)
 - \$1,319,900,000
 - Includes base scope, allowances, owner’s contingency, additive options (if achievable within Affordability Limit and schedule)

FTA Update

- FTA GLX Risk Refresh workshop completed January 26, 2017
- FTA issued post-work shop report on April 3, 2017
- Report provided FTA's concurrence of the MBTA's cost and schedule estimates
- MBTA developing the GLX Finance Plan to be submitted to FTA in May

Funding Update

- Capital Funding
 - Existing GLX Funding Sources vs Budget
 - Interagency Services Agreements (ISA)
- Operational Funding
- Recommendations

Current Budget v. Sources of Funds

	AMOUNT
Total Project Budget	\$2,288,600,000
FTA New Starts Funds	(\$996,121,000)
Previously Programmed MassDOT Funds	(\$996,122,000)
Previously Identified Funding Shortfall	(\$296,357,000)

Sources of Funds to Fill Budget Gap

Source of Funding	Amount
Flexed Highway Funding (Boston MPO)	\$157,087,200
Somerville Contribution	\$50,000,000
Cambridge Contribution	\$25,000,000
Additional MassDOT/Commonwealth Contribution	\$64,269,800
Total Additional Funding	\$296,357,000

Filling the Final Gap

- The Commonwealth will fund the remaining gap of \$64.3 million from the Rail Enhancement Program (Special Obligation Bonds)
- Working with ANF we have identified additional capacity of \$32 million in the Program
- The other \$32.3 million will be made available from \$4 million in savings from two completed projects (Salem Garage and Wachusett Extension) and a reduction of \$28.3 million in the unallocated contingency for the Red and Orange Line Infrastructure Program

Calculation of New ISA Amount

Initial ISA Total Amount	\$1,992,243,000
Less: FFGA Amount	(\$996,121,000)
Plus: Additional Commonwealth/MassDOT Contribution	\$64,269,800
Plus: Cambridge/Somerville Contribution	\$75,000,000
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Total Commonwealth/MassDOT Contribution	\$1,135,391,800
Less: Amount Billed to MassDOT	(\$513,599,650)
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Equals: New ISA Amount	\$621,792,150

Operating Funds

- The GLX project will result in additional total annual operating costs of \$26 million per year and \$23 in net operating costs (in 2017 \$)
- Under the prior Administration, MassDOT committed to fund not only the capital costs but also the net operating costs of the service for perpetuity
- Current proposal is for MBTA to be responsible for the net operating costs
 - GLX service is intricately linked into the over Green Line and regional transit service
 - It is not operationally severable from existing Green Line service
- Update to the Finance Plan to be submitted to FTA in May 2017 will show these costs being borne by the MBTA as opposed to MassDOT

GLX Project Joint Board Resolutions Update

The following conditions established jointly by the MassDOT and FMCB have been met:

- ✓ Monthly updates have been provided to the Boards.
- ✓ A redesigned GLX project, cost estimate and schedule have been developed.
- ✓ FTA has agreed the redesigned project continues to meet the FFGA requirements and maintains the project's functionality and benefits.
- ✓ FTA has conducted a risk refresh for the revised project and has reported concurrence in the project cost and schedule.
- ✓ Affordability limit has been established.
- ✓ Additional municipal and MPO funding has been obtained and full funding for the project has been identified.
- ✓ An MBTA program management team has been hired.
- ✓ Reprocurement strategy has been developed and Design Build procurement is proceeding with NTP anticipated February 2018.
- ✓ Finance Plan update identifying updated funding sources and uses to be submitted to FTA in May 2017.

Recommended Actions and Next Steps

1. MassDOT Board Action:

- Authorize MassDOT to closeout the existing GLX funding ISAs and enter into a single new GLX funding ISA with the MBTA to provide funding for GLX in the amount of \$621,792,150 with a term through December 31, 2023.

2. FMCB Action:

- Authorize the MBTA to closeout the existing GLX funding ISAs and enter into a single new GLX funding ISA with MassDOT to receive funding for GLX in the amount of \$621,792,150 with a term through December 31, 2023.

Recommended Actions and Next Steps

3. Joint Action:

- Approve a joint resolution of the MassDOT Board of Directors and the Fiscal and Management Control Board acknowledging:
 - The conditions to proceed with the GLX Project, established by the Boards in joint resolutions of December, 2015 and May 2016, have been met.
 - The development of a Finance Plan update to be filed with FTA in May 2017 that is predicated on MassDOT's funding plan for capital costs and MBTA operating costs.
 - The procurement of a Design Build contract to be authorized and awarded by the FMCB.



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