



GREEN LINE EXTENSION PROJECT



massDOT
Massachusetts Department of Transportation



February 13, 2017
MBTA Fiscal & Management Control Board

GLX

This Presentation Summarizes Key Program Updates:

- Project Schedule Highlights
- Progress Update
- Federal Transit Administration Process
- Procurement Actions
 - Current & Forthcoming
- Budget & Finance Plan

Project Schedule Highlights

1. Federal Transit Administration (FTA) Risk Refresh 1/25/17 -1/26/17 (Actual)
2. Receive Statement of Qualifications for Design Build (DB) 1/26/17 (Actual)
3. Issue Shortlist for DB Teams 2/24/17
4. Issue Draft Request for Proposals for DB Shortlist 3/14/17
5. Submit Finance Plan Update to FTA 3/15/17
6. Hold One-on-Ones 3/28/17 – 4/20/17
7. Award Contact for Project Manager/Construction Manager April 2017
8. Issue Final Request for Proposals 5/23/17
9. Alternative Technical Concept (ATC) Process 6/8/17 – 8/9/17
10. Design Build Proposals Due 9/30/17
11. Bid Opening/Select Design Build Entity 11/28/17

Progress Update

- Finalizing Request for Proposals for Design Build prime contract
- Procurement for Program Manager/Construction Manager (PMCM) Underway
- *Notice of Project Change* filed with Executive Office of Energy and Environment
- Submission of Statements of Qualifications (SOQs)
- Advancing Finance Plan (to be completed mid-March)
- Coordinating with internal and external stakeholders
 - Elected Officials
 - FTA
 - Keolis

FTA Update

Risk Refresh (1/25 – 1/26)

- Review of Key Risks and Risk Mitigations
- The Risk Assessment is the remaining step before finalizing GLX finance plan



GLX Procurement Look Ahead

- Assignment of contracts from prior Construction Manager/General Contractor (CMGC) contracts
 - Procured Materials
 - Office Lease (200 Inner Belt)
- Keolis Early Works (full amount)
- Environmental Remediation (21 Water Street)
- Program Management Information System (PMIS)
- Program Management/Construction Management (PMCM)



GLX Finance Plan

An update to the Finance Plan is required so that MBTA can adequately demonstrate that:

- We have identified sufficient capital funds to cover the cost of the project
- Identified capital funds do not drain funding away from other critical projects (*e.g.*, SGR)
- The MBTA has sufficient funding to pay for the operating costs of the service without sacrificing other services

Budget vs. Funding – The Gap

Current Funding Sources	
Current Funding Sources	
FTA New Starts Funding (FFGA)	\$996,122,000
MassDOT Funds for Local Match	\$996,122,000
Boston MPO Funds (FHWA)	\$157,087,200
City of Somerville Contribution	\$50,000,000
City of Cambridge Contribution	\$25,000,000
TOTAL COMMITTED FUNDING	\$2,224,331,200
Project Cost*	\$2,289,000,000
CURRENT FUNDING SHORTFALL*	(\$64,668,800)

* Subject to the final outcome of the recent FTA Risk Refresh.

Major Components of the Finance Plan

- Finance Plan *must*:
 - Identify the sources of all capital funds (including the \$64.7 million shortfall)
 - Provide a commitment from the funding entity that the funds are committed and will be available
 - Provide a source for the operating funds - the existing Finance Plan commits MassDOT to pay the project's net operating costs

Next Steps

- Must identify funding to close the gap in order to be able to submit a finance plan
 - Each Board will vote a revised Intra-agency Service Agreement at the March Joint Meeting
 - MBTA is planning to submit the Finance Plan Update to FTA by March 15th
- After FTA review of the Finance Plan, FTA will amend the Fully Funded Grant Agreement (FFGA) to reflect new project costs and funding
- Once amended FFGA is approved, MBTA will be able to draw down the New Starts Funding for FFY '15 and '16 (\$250 million)
- MBTA will draw down remaining FTA funds each year after appropriated by Congress





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