

## **Resolution of Both Boards on the Green Line Extension**

WHEREAS the Green Line Extension is a long-standing commitment under the state's Clean Air Act State Implementation Plan which has many transportation, economic development and environmental benefits not only for Cambridge, Somerville and Medford but for the greater Boston region and economy; and

WHEREAS the MBTA has a State of Good Repair backlog in excess of \$7 billion and the core MBTA system is in need of many investments to address issues of maintenance, safety, accessibility and capacity;

WHEREAS, there are many unmet transportation capital needs throughout the Commonwealth; and

WHEREAS the Green Line Extension as procured and designed is not affordable or cost-effective for the MBTA given its other needs; and the existing Construction Manager/General Contractor contract documents do not provide sufficient cost reliability or risk allocation for the MBTA;

NOW THEREFORE it is the unanimous sense of both the MBTA Fiscal Management and Control Board and the Board of the Massachusetts Department of Transportation that until a cost-effective, affordable version of the project has been redesigned and reprocured, cancelling the project and investing the unspent Commonwealth share of the project funding on the core MBTA system will remain an option for both Boards.

AND FURTHER it is the unanimous sense of both the MBTA Fiscal and Management and Control Board and the Board of the Massachusetts Department of Transportation that the Green Line extension (GLX) project should proceed only subject to the following conditions:

- Value engineering and redesign will be undertaken to substantially reduce the cost of delivering the project while maintaining its core functionality;
- A reprocurement strategy will be developed and presented to both Boards that will ensure that a reliable cost estimate, viable cost reduction strategies and appropriate risk allocation will be incorporated into the GLX project going forward;
- New project management will be put in place both within the MBTA and for needed outside professional services contracts; and

Additional funding beyond that previously approved by the MassDOT Board for this project will need to be obtained from other sources such as the Boston Metropolitan Planning Organization, and the municipalities, landowners and developers benefitting from the project. Additional Commonwealth funding shall be limited to requirements set forth by federal requirements only.