Boston Landing Station at New Balance World Headquarters

Sept. 18, 2017
Regional Location
Station Location – Missing Link
Slaughterhouse District
Boston Landing Mixed-Use Development
New Balance World Headquarters
Warrior Ice Arena
Iconic Brands & Architecture
Residential
Great Streetscape
Planning for Commuter Rail

- Commitment to Neighborhood
- Commuting + Destination
- Cost vs Value
  - MBTA capital backlog
  - Land value appreciation
- Broader Corridor Planning
  - Link to other business districts
  - Diesel Multiple Unit (DMU)
Getting to Yes

- May 2012 - Letter of Intent
- November 2013 - Memorandum of Agreement
- December 2014 - Construction Documents
- July 2015 - Access Agreement
- July 2015 - Building Permit
- September 2015 - Construction Management Plan
- September 2015 - Memorandum of Agreement Amendment
- October 2015 - Guaranteed Maximum Price
- October 2015 - Notice to Proceed/Construction Start
Public Private Partnership (P3)

- **Cost sharing**
  - Evolved over time
  - Public share approx. 25% – horizontal construction
  - Private share approx. 75% - vertical construction

- **Procurement**
  - Public procurement - access to Federal funding but with restrictions of public bid and contracting
  - Private procurement – more flexible but requires motivated owner
Public Private Partnership (P3)

- **Schedule**
  - Public process – checks and balances take time
  - Private process – faster and more flexible

- **Challenges**
  - Partnership requires hard work
  - Partnership takes time

- **Benefits**
  - Win-win for both parties
  - Project likely would not have happened without P3
Infrastructure Financing

2017 INFRASTRUCTURE
Station Completion
First Train – May 22, 2017
Developers Lessons Learned

- Start Early - Schedule
- Understand the Cost Risk
- Select the most Strategic Team
- Navigate the Decision-Making Establishment
- Limit the Contractor’s “Self-Perform”
- Manage the Station Turnover/Acceptance Process
Thank You!