



MassWorks Infrastructure Program

Contract Amendment Request

Submission of this form is required for consideration of a contract amendment to your MassWorks Infrastructure Grant. Grantees may be asked to meet with and/or present information to EOED for further review and may be required to provide a letter from their CEO or other authorized signatory confirming the reasons and authorization for this request.

Submission of this form does not constitute approval of any request for amendment, nor is EOED under any obligation to approve any such a request.

General Information

Date Prepared	5/28/2025
Public Entity	City of Somerville
Project Name	East Somerville Station Mixed-Used Development
Contract ID	23MWIPSOMERVILLEEAST
Current Contract Expiry Date	June 30, 2025
Current Contract Max Obligation	\$3,600,000 (\$6,600,000 including amended grant award)
Preparer's Name	Michael Richards
Preparer's Email	mrichards@somervillema.gov
Preparer's Phone	630-740-6523

Amendment Type

Please select the type of amendment requested. (Click all that apply)

- ☐ **Spending Acceleration:** Reallocate funds *from future* fiscal year(s) *to the current* fiscal year to accommodate an acceleration in the project's schedule
- ☒ **Drawdown Delay:** Reallocate funds *from the current* fiscal year *to the next* fiscal year to accommodate delays in completing the project's milestones
- ☒ **Contract Extension:** Extend the contract expiration date and reallocate funds *from the current* fiscal year *to future* fiscal years to accommodate delays in completing the project's milestones
- ☒ **Scope Revision:** Revise the project's scope and/or limits of work

Completion Status

Please provide the current completion level (%) of the project's design and construction. **For pre-development projects, enter N/A for Construction Completion.**

Current Completion Status (0-100%)	%
% Design Completion	0%
% Construction Completion	0%

Project Update

Please briefly describe any design, permitting, planning, scheduling, bidding, and/or construction activities **completed in the last quarter**. "None" or similar answers will not be accepted. **If no activities were performed, you must explain why.**

The City of Somerville held two interviews to select a designer. ARUP was selected as the most qualified to perform the design of the Inner Belt Brick Bottom crossing. ARUP and The City are currently negotiating a fee and proposal for the design services.

Skanska, the City's Owners Project Manager, has supported the City in interview preparation, as well as fee and proposal negotiations.

Reason(s) for Request

Please indicate **all** factors contributing to this request. Check all that apply.

- ☐ Project milestones are ahead of schedule
- ☐ Permit requirements substantially differ from original plans
- ☒ Design and/or permitting are (or were) behind schedule
- ☒ Bidding is (or was) behind schedule
- ☐ Bids were unsuccessful
- ☐ Additional bidding due change(s) in design, construction, and/or material procurement is (or was) required
- ☐ Construction is (or was) behind schedule
- ☐ Construction change order is (or was) required
- ☐ Site conditions substantially differ from original plans
- ☐ Additional match funds were (or will be) required
- ☐ Additional public infrastructure improvements are desired and feasible
- ☒ Additional reason(s) as explained below

Please elaborate on and explain all selections above.

Somerville seeks a MassWorks grant to support the construction of multimodal transportation improvements to provide safe and open access to the East Somerville Green Line MBTA Station and unlock revitalization of the Inner Belt neighborhood. Inner Belt is a designated Environmental Justice neighborhood of Somerville that has suffered from a historic lack of investment since the early 1900's when the neighborhood was razed as part of an urban renewal strategy to make way for industrial parks in close proximity to highways & freight rail. For more than a decade, Somerville has been planning to leverage the Green Line Extension to catalyze revitalization in Inner Belt, reconnecting the neighborhood to the fabric of Somerville. The city has been particularly enthusiastic about leveraging transit access to spur development activity in the 60-acre Inner Belt neighborhood located east of the MBTA tracks, where opportunity exists to create a thriving TOD district.

The North River Leerink & Wheelock Street Capital (together referred to as the "developer" for the purposes of this application) control three Inner Belt development parcels immediately adjacent to the new MBTA station. These parcels - 170 Inner Belt, 200 Inner Belt & 250 Inner Belt - are expected to yield 400,000 sf of new commercial space and 200 new housing units, representing \$390M in private investment.

The planned development is focused toward capturing the growth of region's clean tech cluster & life sciences sectors by arming Somerville with the real estate assets required to compete for companies at varying points in the business development life cycle. Innovation companies, particularly in the clean tech & life sciences sectors, are hyper-focused on attracting and retaining a highly qualified workforce, and easy access to rapid transit is absolutely pivotal to these employee attraction and retention efforts. While Inner Belt is a very desirable location for innovation companies, in large part due to the newly constructed rapid service train station, additional public improvements are required to make the transit connections attractive to end users. Prospective Inner Belt tenants have repeatedly emphasized concern about site access, mentioning both the limited transit access & the poor road & sidewalk conditions. The condition of public infrastructure in and around this area is a detractor from the area. A state grant to enhance the transit connectivity & overall site access will enable Somerville to compete for these high-demand companies with other states, unlocking the full potential redevelopment potential of Inner Belt and fully leveraging the state's recent capital investment in the Green Line Extension.

The proposed public improvements include surface enhancements to Inner Belt Road and New Washington Street. Proposed improvements include partial paving New Washington Street from Washington Street to Inner Belt Road, curb to curb paving of Inner Belt Road from Washington Street to 100' south of New Washington Street, and a raised crossing at 200 Inner Belt Road. Work will also be performed to resurface Poplar Street, enhancing the southwestern corridor to the East Somerville Green Line MBTA Station, serving as the artery connecting Inner Belt, Brickbottom, and the East Somerville Green Line MBTA Station. Work involved for these projects consist of adjusting and installing underground utilities, painting new crosswalks, mill and overlay of pavement, sidewalk improvements, and full depth reconstruction. The new raised crossing will connect a proposed pedestrian accessway at the western end of Inner Belt Rd.

The scope of this grant will supplement a \$4M at-grade connection to the MBTA Station that the private developer is funding directly. Together, the scope of this grant plus the privately funded at-grade MBTA connection will provide seamless, safe & attractive public access network enabling multimodal connectivity between the broader Somerville community, through Inner Belt and to the East Somerville MBTA Station.

Project Need – Describe why this project is necessary in enhancing housing and/or job growth.

There is significant demand for new commercial space in the Inner Belt neighborhood today, but insufficient access & lack of pedestrian and bike connectivity to transit is a barrier. The developer is currently working with a high-growth clean tech tenant to secure a long-term agreement for that company to expand into 200k sf in a newly constructed building at 170 Inner Belt. This tenant has expressly conveyed that enhanced transit & roadway access is a prerequisite for them to select the Inner Belt as a permanent home. The city & state have committed significant incentives to keep this company growing in Somerville. This company, and other innovation companies like it, require easy & safe public transit access in order to attract and maintain a highly qualified workforce. Enhanced transit access in Inner Belt will create high-quality economic opportunity & much-needed new housing for this chronically underserved neighborhood.

Milestones

Please provide the proposed **Amended Actual and/or Anticipated completion dates** for each milestone listed.

Milestone	Existing Contract MM-YYYY	Amended Actual or Anticipated MM-YYYY
Design, Survey, and Engineering Complete	04-2024	04-2027
Bids Opened	12-2024	08-2027
Construction Started	03-2025	07-2025
Construction 50% Complete	06-2025	12-2025
Construction 100% Complete	06-2025	Poplar/3 misc. projects

Drawdown Schedule

For each quarter, please provide the proposed **Amended Actual and/or Anticipated drawdown amount** of grant funds.

Inner Belt Brick Bottom Bridge/Crossing Schedule:

Quarter	Existing Contract Amount	Actual or Currently Anticipated
Q4 (Apr-Jun)	\$35,000.00	\$0
FY24 Total	\$35,000.00	\$0
Q1 (Jul-Sep)	\$891,250.00	\$15,360.00
Q2 (Oct-Dec)	\$891,250.00	\$49,360.00
Q3 (Jan-Mar)	\$891,250.00	\$22,800.00
Q4 (Apr-Jun)	\$711,250.00	\$300,000.00
FY25 Total	\$3,565,000.00	\$387,520.00
Q1 (Jul-Sep)	-	\$472,480.00
Q2 (Oct-Dec)	-	\$400,000.00
Q3 (Jan-Mar)	-	\$200,000.00
Q4 (Apr-Jun)	-	\$400,000.00
FY26 Total	-	\$1,772,480
Q1 (Jul-Sep)	-	\$360,000.00
Q2 (Oct-Dec)	-	\$360,000.00
Q3 (Jan-Mar)	-	\$360,000.00
Q4 (Apr-Jun)	-	\$360,000.00
FY27 Total	-	\$1,440,000.00
Grand Total	\$3,600,000.00	\$3,600,000.00

Supplemental Funding Schedule (New Washington, Inner Belt, Raised Crossing, Poplar)

Quarter	Existing Contract Amount	Actual or Currently Anticipated
Q1 (Jul-Sep)		\$300,000
Q2 (Oct-Dec)		\$300,000

Q3 (Jan-Mar)		\$100,000
Q4 (Apr-Jun)		\$300,000
FY26 Total		\$1,000,000
Q1 (Jul-Sep)		\$500,000
Q2 (Oct-Dec)		\$900,000
Q3 (Jan-Mar)		\$100,000
Q4 (Apr-Jun)		\$500,000
FY27 Total		\$2,000,000
TOTAL		\$3,000,000
Grand Total		\$6,600,000

Project Budget

Please complete the budget table below.

Spending Category Line Item	<u>A</u> Existing Contract Budget	<u>B</u> Proposed Amended Budget	<u>C</u> Change = A - B
Design / Engineering / Bidding	\$3,395,000.00	\$3,800,000	+\$405,000
Construction		-	-
Land Takings	-	-	-
Demolition/Remediation	-	-	-
Mobilization/Demobilization	-	-	-
Water/Sewer/Drainage	-	\$400,000	+\$400,000
Utility Relocation	-	-	-
Roadways	-	\$1,550,000	+\$1,550,000
Sidewalks/Curbing/Streetscapes	-	\$650,000	+\$650,000
Electrical/Lighting	-	-	-
Bridges/Culverts	-	-	-
Contingency	-	-	-
Other Expenses			
Construction Admin./Project Mgt.	\$205,000.00	\$200,000	-\$5,000
Traffic Control/Public Safety Details	-	-	-
Other:	-	-	-
Other:	-	-	-
Total	\$3,600,000.00	\$6,600,000	+\$3,000,000

Certification:

By signing below, I, **Michael Richards**, hereby certify that I am authorized to represent and request the contract changes outlined above on behalf of the Grantee, and that all of the information provided on this form and any attached documentation is true and accurate. I further certify that I understand that submission of this form does not constitute

an approval or agreement by EOED as to the proposed changes, and that the Grantee is expected to continue with the project, as outlined in the current contract, until such time as EOED confirms approval of any changes.

Signature: 
(Type Signature)

Date: 5/28/25

Submit this form along with any requested attachments via email to your EOED contract manager.

After reviews, EOED may require a written signature from the Public Entity's CEO or other authorized signatory.