



**MBTA Green Line Extension (GLX) Project
Community Working Group (CWG) Meeting
August 4, 2020
4:00 to 5:30 PM
Via Webinar**

*This meeting is the 33rd consecutive, monthly GLX Community Working Group meeting.

ATTENDEES:

CWG Members: Viola Augustin (Somerville), Ryan Dunn (Magoun Square), Jim McGinnis (Union Square advocate), Andrew Reker (City of Cambridge), Jim Silva (Medford - Ball Square), Nicole Morell (Medford City Council), Elliot Bradshaw (Brickbottom), Dylan Manley (East Somerville), Andrew Reker (City of Cambridge)

MassDOT/MBTA: Terry McCarthy (MBTA Deputy Program Manager of Stakeholder Engagement); Melissa Dullea, MBTA Bus Operations

GLX Project Team: Martin Nee (GLX-MBTA), Jeff Wagner (GLXC), Erin Reed (GLXC)

Others: Elizabeth Torres

PURPOSE: The GLX Community Working Group (CWG) was formed to help engage and foster communication with the communities along the GLX corridor by meeting with representative members (both residents and officials) of Cambridge, Somerville, and Medford.

BACKGROUND: The Green Line Extension (GLX) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project intent is to extend existing MBTA Green Line service from Lechmere Station through the northwest corridor communities of Cambridge, Somerville, and Medford. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

Martin Nee, GLX Program Management Team, opened the meeting and explained that Terry McCarthy (GLX Deputy Program Manager, Stakeholder Engagement) was on vacation. He welcomed everyone for attending and delivered a safety moment regarding mislabeled hand sanitizer that can be toxic if it contains Methanol rather than Ethanol which is non-toxic. He then introduced Jeff Wagner who proceeded to deliver a construction update.

Jeff's updated included slides and images concerning:

Safety

- Jose Manzueta (United Site Services) recognized for safe work and customer satisfaction
- Construction active across nearly all segments of the project
- COVID-19, GLX workers continue to meet the challenges posed by a variety of working conditions



Station Construction – Union Square Station

- Station platform is poured
- Steel canopy installation will begin this month
- Mechanical building underway

Lechmere Station

- Station construction well under way
- Block shell for the north and south headhouses well underway
- Platform concrete pour on or about Aug 10

East Somerville Station

- Station construction well underway
- Platform to be poured end of this week
- Steel canopy expected to arrive early fall

Gilman Square Station

- Station construction is in the beginning stages
- Platform foundation work has begun as has work on the south headhouse
- Expect steel for the elevator to be erected early fall

Magoun Square Station

- Station construction in beginning stages
- Platform concrete pour planned for August
- 15-foot pedestrian bridge expected to arrive by late 2020

Ball Square Station

- Station foundation is progressing
- Building around existing utilities has been a challenge
- Extensive coordination with cities and utility companies on work in and around the Square

Medford/Tufts Station

- Station work has begun
- Wall work to precede the advancement of the station
- Platform expected to take shape by early fall

Traction Power Substation Construction – Red Bridge

- Approximately 60 percent complete
- Next steps include roughing out the interior and installing DC traction power gear

Traction Power Substation Construction – Gilman Square

- Construction underway
- Building now has walls. Roof and interior work to follow.

Traction Power Substation Construction – Ball Square

- Construction well underway and progressing smoothly



- Interior rough-in work underway, floor is poured and building roof is on

Overhead Contact System (OCS) Status

- 800 OCS poles to be installed projectwide
- By fall, all OCS posts are expected to be in place along the Union Square Branch with installation starting on Medford Branch.

Signal House Update

- 2 of 4 signal houses along Union Square Branch have successfully completed Factory Acceptance Testing (FAT). Remaining 2 will be tested this month.
- First signal house on Medford Branch expected by early fall.

Track Status – Union Square Branch

- Installation of signal cable trough to begin in August
- Building up track bed imminent
- Track placement along Union Square Branch by late summer/early fall

Vehicle Maintenance Facility

- Approximately two-thirds complete
- Overhead Contact System (OCS) posts and lighting foundations in place
- Transportation Building interior rough-in work is advancing
- Installation of communications equipment to start in September

Viaduct Construction

- Only 8 of 83 viaduct spans awaiting steel placement
- 110-foot steel girders expected to arrive this week for the Community Path

Lechmere Viaduct

- Weekend Steel placement continues between Gilmore Bridge and East St.
- Like most other areas, crews are working 6 days per week
- Viaduct sections in various stages of development

Boston Engine Terminal Viaduct

- Progressing smoothly

Washington Street Bridge Construction

- Drainage work continues as does work on pedestrian walkways
- Underpass expected to fully open by the end of the summer

Medford Street Bridge Modification

- Retaining wall H-piles in place south of the Medford Street Bridge
- Abutment construction continues

School Street Bridge Modification



- Power line issues are a challenge in this area
- Work will advance as the earthen ramp removed from along Montrose Street

Lowell Street Bridge Modification

- Construction well underway as we replace old abutment with new one set back further into the hillside

Cedar Street Bridge Modification

- Safety notch is being incorporated into the existing abutment as per railroad safety requirements

Broadway Bridge Construction

- Punchlist item construction continues
- Targeting full opening before fall

Retaining Wall Construction – West side

- 1 more month of soldier pile installation expected for walls
- Begin removing earthen platform along Montrose in August
- Retaining wall panel installation to follow
- Some drainage work awaiting advancement of walls

Retaining & Noise Wall Construction – East Side

- Steel noise wall panels have started being placed at night
- Posts now in place for wall near Granville & Morton Ave

Outreach – Hotline Responses

- 1,439 inquiries to date
- 51 contacts received in July
- 1,273 actions closed out to date

GLX Community Connections Team

- Delivered/donated home furnishings to family identified by the Medford Family Network
- Currently hosting a toiletries and food drive
- Continued support of Project Soup in Somerville

Questions/Comments

Andy Reker asked if any future road closures or traffic disruptions were planned. He expressed concern regarding the daily closure of Museum Way. GLX agreed to determine which project is causing that closure, GLX or GLT.

Jim Silva added to Andy's concern explaining that Museum Way closures are problematic for residents and business in the area.

Jim McGinness asked if the Lechmere Viaduct Rehabilitation Project (by GLT) would be done in time for the opening of GLX. M.Nee explained he has no knowledge of any delay, however, that question should be answered



by the MBTA Green Line Transformation since it is a separate project from GLX. Jim followed up asking when the testing of trolleys would begin for GLX. M. Nee agreed to get back to Jim on that projection.

Upcoming topics for discussion were considered including GLX signals and systems, and Positive Train Control.

Jim Silva asked Melissa Dullea what the state of automated fare collection would be when GLX went into service. Melissa explained that a new program called Fair Transformation would not be fully integrated at that time, however, the current thinking is that fare validators would be stationed at rear doors of trolleys to allow boarding at all doors.

Mellissa also explained the MBTA is collecting vast data on service needs post-COVID which will help predict level of service needs going forward. She also announced that MBTA Fall Schedule Changes would be announced by August 12 or 13. There should be a trend toward more service in vital areas and less need in the outer-lying areas where commuters have more transportation options.

Martin Nee thanked everyone for coming and for taking the time to attend this month's community working group meeting.

NEXT MEETING SCHEDULED FOR September 1, 8:30 to 10:00 AM: Via Video Conference.

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