

Green Line Extension (GLX) Community Working Group (CWG) Meeting
July 7, 2020
8:30 AM to 10:00 AM
Via Webinar

*This meeting is the 32st consecutive, monthly GLX Community Working Group meeting.

ATTENDEES:

CWG Members: Viola Augustin (Somerville), Joseph Barr (Cambridge), Ryan Dunn (Magoun Square), Jim McGinnis (Union Square advocate), Andrew Reker (City of Cambridge), Jim Silva (Medford - Ball Square), Laurel Ruma (City of Medford), Justin Moeling (Gilman Square), Jennifer Dorsen (Ball Square)

MassDOT/MBTA: Terry McCarthy (MBTA Deputy Program Manager of Stakeholder Engagement), Horace Cooper, MBTA Green Line Transformation

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

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.

T. McCarthy welcomed everyone for attending and delivered a safety moment. He then went over the agenda which included:

- Safety Moment
- Recap of Public Meeting held on June 24
- Upcoming Public Outreach plans for 2021

T. McCarthy then proceeded to recognize GLX Community Working Group member Laurel Ruma for being named a *2020 Commonwealth Heroine*, a title bestowed on her by the legislature for going “above and beyond” in her role as a community advocate in dealing with GLX.

T. McCarthy proceeded to talk about the recent virtual public meeting held by the project. He stated:

- The comments received about the format and presentation were mainly positive but there were a few negative comments as well
- Construction impacts continue to rate as the #1 concern with the public
- There were numerous requests for tree replanting by the project
 - In discussing the tree clearing that took place, Terry explained that, each year, trees in or near the tracks pose public safety hazards and significant delays in service.

McCarthy then shifted to the public outreach needs anticipated for the remainder of the project. He provided details on the following topics:

- Community Awareness of benefits and changes to consider when GLX is in service
 - School and operational safety
 - ADA accessibility
 - Multi-modal opportunities and challenges
 - New transit connections created by the project
- School Safety
 - Grade crossings and platform safety
 - Commuter rail operational safety
 - Access to parks, museums, libraries and after school programs
 - Community Path pedestrian and bicycle safety
- Accessibility
 - Station entrances and approaches
 - Location of elevators and stairs
 - New vehicle features
 - At-grade track crossings
- New Transit Connections
 - GLX integration to existing Green Line System
 - Lines D and E will likely connect to Lechmere
 - Mid-day and special events adjustments
 - Frequent headways planned
- Multi-modal Opportunities / Challenges
 - GLX designed as “walk to” system
 - Bike racks and cages
 - Limitations on:
 - Parking
 - Curbside pickup
 - Rideshare

T. McCarthy then turned the presentation over to Alexandra Cann, the program administrator for Disadvantaged Business Entities (DBEs) for GLX Constructors.

Alexandra presented information on:

- The definition of a DBE company
 - It is a federal designation
 - Massachusetts has established a certification program
 - The Supplier Diversity Office (SDO) of the Operational Services Division (OSD), certifies diverse businesses and also manage several business programs that help enhance the marketability of small and diverse businesses when they bid on public contracts.
- Eligibility requirements of DBE's
- What does DBE mean for GLX
 - GLX Constructors DBE Plan will ensure that all DBEs as identified in 49 CFR, Part 26 and as certified by the Massachusetts Unified Certification Program (MassUCP), have an equal

opportunity to receive information on contractor opportunities and to participate in this Project. It is our policy:

- GLX DBE goals include the following requirements as a percentage of contract cost.
 - 7% of contract for Design Phase
 - 14% of contract for Construction Phase
- Getting the DBE word out
 - Extensive advertising and outreach is done
- GLX DBEs by the numbers
 - There are 87 non-DBE contracts and 54 DBE contracts
 - There are 83 non-DBE contractors and 47 DBE contractors
- GLX DBE Attainments as a percentage of goals
 - GLX Design
 - Commitments 103%
 - Attainments 97%
 - GLX Construction
 - Commitments 76%
 - Attainments 43%
- How can community-based companies get involved?
 - Join the GLX Construction Bench Program
 - Request an analysis of your firm
 - Sign up for the GLX Interested Firm Database

Questions/Comments

Jim McGinnis would like to see a graphic showing where there may be opportunities to plant trees provided by another project. He asked if GLX could produce this graphic.

Laurel Ruma suggested that the project needs to make clear to the public that the MBTA is not equipped or funded to provide tree replacement, but the communities are free to suggest areas and come up with programs and funding. She would like to see this point stressed at the next public meeting.

Jim McGinnis reiterated that there needs to be a focus from the community as to where trees can be planted.

Laurel reiterated the project must be clear that it has no tree budget and any program would have to be community based.

Laurel Ruma raised the issue that many attendees of the public meeting are not familiar with the project, yet others are extremely well-versed in all the major details. Those “in-the-know” would like to see the first 15 minutes of the meeting dedicated to a general project overview so they can skip that part. A detailed agenda with timeframes should be distributed before the meeting.

Jim McGinnis stated that Union Square will be a construction zone when GLX opens and he stressed there needs to be a good pedestrian and handicap access plan with good signage in place.

Andrew Reker would like to see local clarity when discussing accessibility issues. He would like to see different messages targeting different locations with details on the local plan for each station.

Jim McGinnis stated that rideshare is a big issue and Cities need get involved in designating Uber and Lyft areas for various stations. He understands the services didn't exist when the project was planned but feels it is reality now and needs to be addressed by municipalities.

Laurel Ruma stated that the bike organizations need to receive some direct outreach. Medford now has a handle on "Nextdoor" which could be a good way to communicate with the bike groups.

Jim McGinnis stated the project should consider a meeting with Union Square Main Streets focused on the post construction phase of the project. In the meantime, please continue with the sandwich boards. He also reiterated his point that the next public meeting should be bifurcated into two camps: (1) general information, and (2) detailed local issues.

T. McCarthy thanked everyone for coming and for taking the time to attend this month's community working group meeting.

NEXT MEETING SCHEDULED FOR August 4, 4:00 PM to 5:30 PM: Via Video Conference.

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