

**MBTA Green Line Extension (GLX) Project  
Community Working Group (CWG) Meeting Minutes  
June 1, 2021  
4:00 – 5:30 p.m., Via Webinar**

\*This meeting marked the 43rd consecutive, monthly GLX Community Working Group meeting.

**ATTENDEES:**

**CWG Members:**

Joseph Barr (City of Cambridge)  
Viola Augustin (Somerville)  
Jim McGinnis (Union Square)  
Andrew Reker (City of Cambridge)  
Jim Silva (Medford - Ball Square)

**MassDOT/MBTA:**

Melissa Dullea (Senior Director MBTA Service and Planning)  
Terry McCarthy (MBTA Deputy Program Manager of Stakeholder Engagement)

**GLX Project Team:**

Martin Nee (GLX Program Management Team – Stakeholder Engagement)  
Erin Reed (GLXC)  
Jeff Wagner (GLXC)

**Other Guests:**

Brad Rawson (City of Somerville)  
Matt Hartman (Senator Jehlen's office)  
Rocco DiRico (Tufts University)  
Tim Dineen (VNA Resident)

**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.

Terry McCarthy opened the meeting and went over the agenda. He followed by announcing a safety moment which he turned over the Jeff Wagner. The topic jeff presented was CPR awareness and the importance of understanding how to use an Automated External Defibrillators (AED). Jeff explained that a victim of a heart attack's chances of survival go from 10 percent with traditional CPR to 40 percent using an AED. Jeff recommended becoming familiar with AEDs if folks are not already because they save

lives. Terry mentioned that seconds count when keeping a victim of a heart attack alive while awaiting first responders.

Terry proceeded to summarize the MBTA General Manager's Report from May 24, 2021. He extracted Green Line related items from the report and went over them.

- MBTA COVID-19 cases have dropped precipitously.
- On GLX, the project has had 69 cases since the onset of the pandemic. By adhering to the protocols the project had a great COVID-19 response.
- 60 days ago the MBTA was tracking about 120,000 passengers per day riding the system. The number of riders system-wide has risen to 160,000 currently.
- The MBTA will still require wearing facemasks for customers on the system. But the MBTA is going back to prior crowding standards in effect before COVID-19. This will improve put-through of the ridership.
- The MBTA will also go back to previous headways in place last year. On the E Branch, there may be adjustments to accommodate GLX testing and commissioning. GLX will eventually mimic the headways on the system with their testing program.
- GLX recently underwent a Title VI analysis. It is a requirement by the Federal Transit Administration (FTA) that Title VI be reviewed in terms of equitable service. In the long term, the bus network redesign will take into consideration Title VI equity. MBTA assets and improvements must be distributed equally across diverse communities.
- The MBTA Fiscal and Management Review Board recently voted and accepted the Title VI analysis.
- Question: Andy Reker asked if the Route 80 bus analysis was the only analysis performed. Terry explained the analysis will take into account the entire bus network systemwide.

Jeff Wagner then provided a construction overview. He went over the following in detail:

- The project focused on on-track safety during its Safety Week which began on May 1.
- He explained about 65 percent of the total track on the project has been placed and is in various stages of leveling and finishing. There will be a big push on placing the remaining track over the next few months. There is a big emphasis on the area south of Gilman Square. Track workers are onsite 7 days per week, 12 hours per day.
- A lot of system work is also taking place to install the catenary wire on the existing poles.
- Awaiting track placement at East Somerville Station.
- Asphalt has been installed in the area south of East Somerville Station. This is used as base where there are large numbers of switches which is the case in this area.
- A significant milestone recently was the permanent connection of electric power to the Vehicle Maintenance Facility (VMF). Terry also mentioned the Transportation Office Building near the VMF has also been connected to permanent power. The Transportation building will be turned over to MBTA before the VMF in the coming months.
- The pedestrian bridge at Medford/Tufts Station is now in place.
- The pedestrian bridge further south at School Street has been removed by the project as planned due to its temporary purpose. The completion of the School Street Bridge will be reopened to vehicular and pedestrian traffic as soon as possible.
- Union Square Station furthest along and is shaping up nicely. Wires are in place and things are progressing quickly.
- At Lechmere, roof panels are going on the structural steel. The artwork in the elevator shafts is being finalized in place. At street level, GLX improvements are blending together with MassDOT work and Cambridge Crossing work.

- Gilman Square Station continues at an impressive pace. There is a Central Instrumentation House (CIH) placed at the station for signalization equipment.
- A lot of work is taking place between Lowell Street to the Magound Square Station platform.
- At Ball Square the station work is changing the appearance of the site daily.
- At Medford Tufts, the station platform, Headhouse, and emergency egress is coming out of the ground.
- The project is coordinating closely with the contract at the Union Square Development.
- Behind Glass Factory in Lechmere, the bus loop is undergoing the final grading and pavement stage.
- At Magoun Square, there have been a lot of crossmembers that interlock the H piles on which the trusses will soon be placed. The ped bridge at Magoun will transform the site in the next few months.
- At Washington Street Bridge, GLX is pushing to finalize the south sidewalk and final street restoration. It is expected to be complete by late June.
- Medford Street Bridge is in its final stages of completion. The deck is in place and the bridge is close to being done. Completion is expected in the next few months.
- We are making neck and neck progress at School Street Bridge with Medford Street Bridge.
- Systems installation is very active right now with about 190 workers, most of whom are electricians.
- A lot of catenary wire will be installed in the next few months. Catenary pole work continues at an aggressive pace.
- 8 of 9 CIHs are in place and testing and commissioning of the signalization system will follow in the near future.
- Traction Power Substations (TPSSs) are progressing around the clock.
- Retaining and sound wall placement continues between Cross and Medford Streets and Brickbottom.
- Noise wall panel installation continues at Lechmere. Fence installation in various areas along the alignment is also in full swing.
- Deck work on the viaduct portion of the Community Path continues. When the Community Path deck is safe to walk up, we are hoping to get the Community Working Group out for a tour.
- Outreach for May included 52 inquiries/complaints.
- GLX is looking to do one more blood drive this summer at 200 Inner Belt Road.

### **Question & Answer**

Jim McGinnis asked, “what are the foundations going into place along the US2 property?”. Jeff thinks they are OCS pole foundations that need more work. Jim McGinnis also asked if the project is coming in under budget. He asked if the City contributions would be refunded if they are not needed. Terry explained that refunding municipalities for funds that are not needed is conceivable, it is too early to make that determination. Brad Rawson, City of Somerville, reiterated that a refund is conceivable for some or all of the funds but we are way too early in the process to predict if that will materialize.

Seeing no further questions, the meeting was adjourned.

NEXT MEETING SCHEDULED FOR Tuesday, July 6, 2021, 8:30 – 10:00 a.m., via Video Conference.

###