

**MBTA Green Line Extension (GLX) Project  
Community Working Group (CWG) Meeting Minutes  
May 4, 2021  
8:30 – 10:00 a.m., Via Webinar**

\*This meeting marked the 42nd consecutive, monthly GLX Community Working Group meeting.

**ATTENDEES:**

**CWG Members:**

Ryan Dunn (Co-Chair)  
Joseph Barr (City of Cambridge)  
Elliott Bradshaw (Brickbottom)  
Viola Augustin (Somerville)  
Jim McGinnis (Union Square)  
Jennifer Dorsen (Ball Square)  
Andrew Reker (City of Cambridge)  
Laurel Ruma (Medford – College Ave)  
Jim Silva (Medford - Ball Square)  
Jason Alves Echa (East Somerville)

**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:**

Matt Hartman (Senator Jehlen's office)  
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.

The meeting began 10 minutes late due to technical issues with GoToMeeting. Terry McCarthy sent out a new link to get the meeting started.

Terry welcomed everyone and apologized for the technical difficulties. He proceeded with a presentation which followed closely what was presented to the GLX Legislative Delegation on Friday, May 1. He began with a safety moment reminding people to remember to check for emergency egress when they return to a normal office or worksite setting.

Terry proceeded with an overview of the interface between the US2 Development and GLX Union Square Station during the construction of US2. He outlined interim access phase of the station after revenue service has begun but before the surrounding area has been completely built out. The interim access may not include a Ride drop-off area or elevator; however, access will conform to the Americans with Disabilities Act (ADA) and will meet MBTA System-Wide Accessibility standards. Access will be maintained at all times from Prospect Street.

After the US2 update, Terry provided a visual construction update including the latest construction status of:

- Lechmere Station
- Union Square Station
- Red Bridge Area and Traction Power Substation (TPSS)
- The Community Path Extension including the viaduct area
- The Vehicle Maintenance Facility (VMF)
- The GLX Transportation Office Building
- East Somerville
- Washington Street to Gilman Square sub-grading
- The Medford Street Bridge at Gilman Square
- Gilman Square Station
- School Street Bridge at Gilman Square
- Tracks north of Gilman Square
- Magoun Square Station
- Ball Square Station
- Track installation north of Ball Square
- Medford Tufts Station

### **Testing & Commissioning**

Terry then provided an overview of the Testing & Commissioning Phase of GLX. He began with images and a description of one of the 9 Signal Bungalows installed on the project. GLX Testing & Commissioning began approximately one year ago as personnel began traveling to the factories which manufactured signal and communications products to assure quality.

- Local Field Acceptance Testing (LFAT) ensures that the equipment works properly before it leaves the factory.
- Field Acceptance Testing (FAT) ensures that once onsite, the equipment is still working properly.
- System Integration Testing 1 (SIT)
- System Integration Testing 2 (SIT 2)
- 30 Days, No Fault No Fail.

### **Question & Answer**

Jim McGinnis asked, is automatic Fare Collection going to be tested as well as everything else? Terry explained, there will be an interim fare collection policy in place. There will be ticket vending machines

onsite and no gates. When AFC 2.0 comes online there will be validators onsite. Jim feels it may be a good idea to have validators onsite with AFC 1.5. Jim feels that a pedestal on the platform that riders could “tap” might be worth considering.

Jim McGinnis asked if live photos could be back up online. Terry explained these are becoming the security cameras for the MBTA and therefore the public will not have access to them.

Jim Silva explained he was at the Sphere building next to Ball Sq Station and the outside connectors on the Power Substation were running and the noise was noticeable on April 30, at 7:09 a.m. Jim asked, is this going to be the noise level or was this a test of generators? Terry responded that the noticeable noise level was from a test to see how the generators operate under a heavy load. Terry says we will conduct a site visit with members of the CWG to experience the noise level first-hand.

Tim Dineen asked, is it possible to get GLXC equipment again for a block party this summer. Jeff Wagner will look into this and work the community leaders.

Ron Newman to Everyone

Will it matter, for testing purposes, that the vehicles will not be carrying the weight of passengers? Do you plan to mimic that weight? Terry explained that sandbags are placed in vehicles to mimic the weight of passengers. There will be 3 trains out of the VMF that will be specifically used for this purpose. Testing from North Station is ongoing and will continue late summer and early fall.

Jeff Wagner announced this is GLX Safety Week and the theme of the project is let’s finish strong on this project and maintain the high standards that have been in place since the beginning. Terry mentioned there are almost 550 participants with approximately 100 more to be added.

Jim McGinnis: What will City of Somerville be responsible for versus GLX in terms of the Community Path? Terry explained the MBTA is working on agreements for the care of the Community Path. Some items will just have to wait until revenue service to work out the specific details.

NEXT MEETING SCHEDULED FOR Tuesday, June 1, 2021, 4:00 – 5:30 p.m. via Video Conference.

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