



GREEN LINE EXTENSION PROJECT



massDOT
Massachusetts Department of Transportation



GLX Community Working Group
Monthly Meeting #43
June 1, 2021

Agenda - Meeting #43

- **Welcome & Safety Moment**
 - Terry McCarthy, MBTA – GLX Deputy Program Director, Stakeholder Engagement

- **MBTA Title VI and Latest Report from the General Manager**
 - Terry McCarthy

- **Construction Update**
 - Jeff Wagner, GLXC Public Involvement Manager

- **Q & A**
 - All

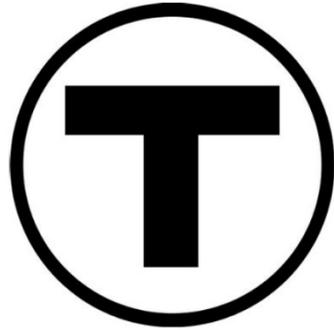




MBTA Update

- Terry McCarthy, GLX Deputy Program Manager, Stakeholder Engagement





Massachusetts Bay Transportation Authority

Report from the General Manager

Fiscal and Management Control Board

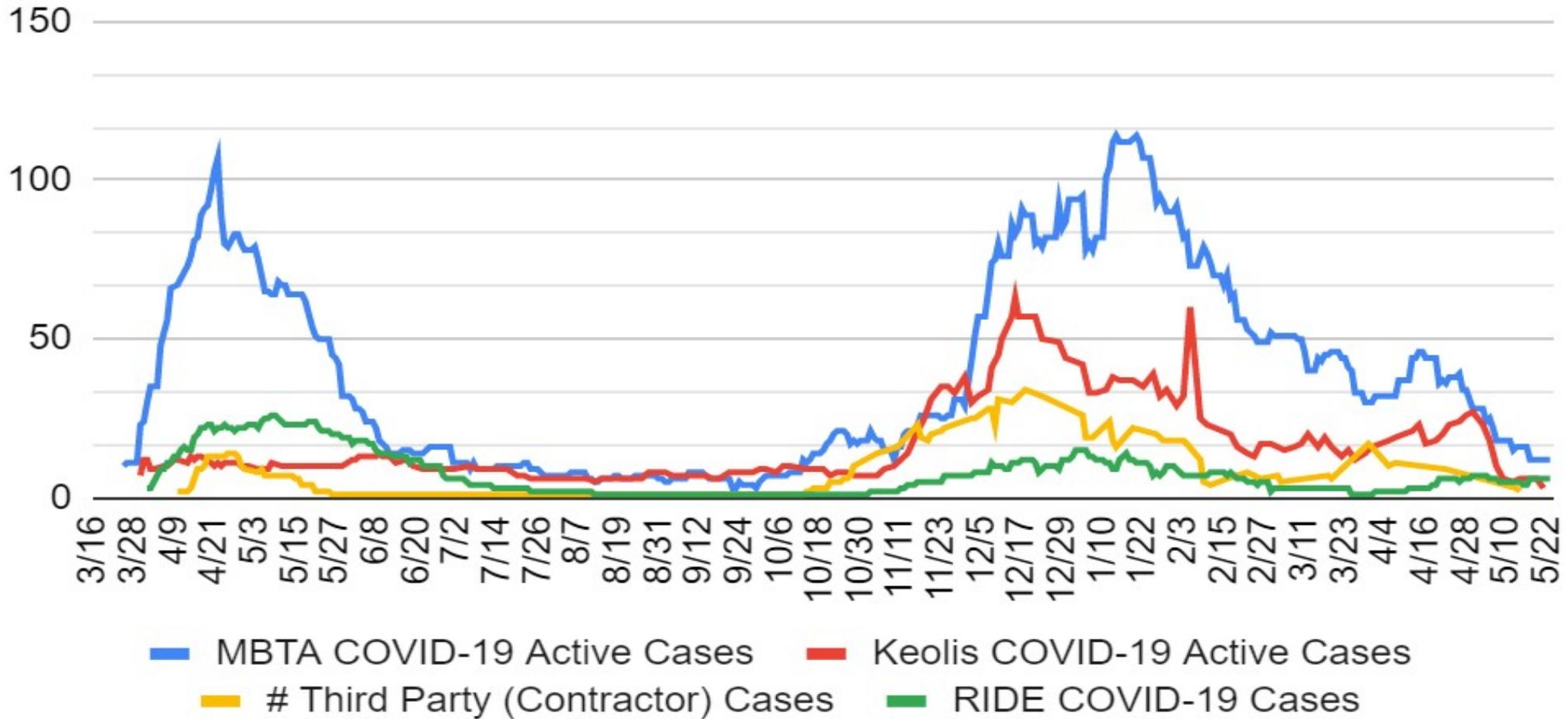
May 24, 2021



COVID-19 & Ridership Update



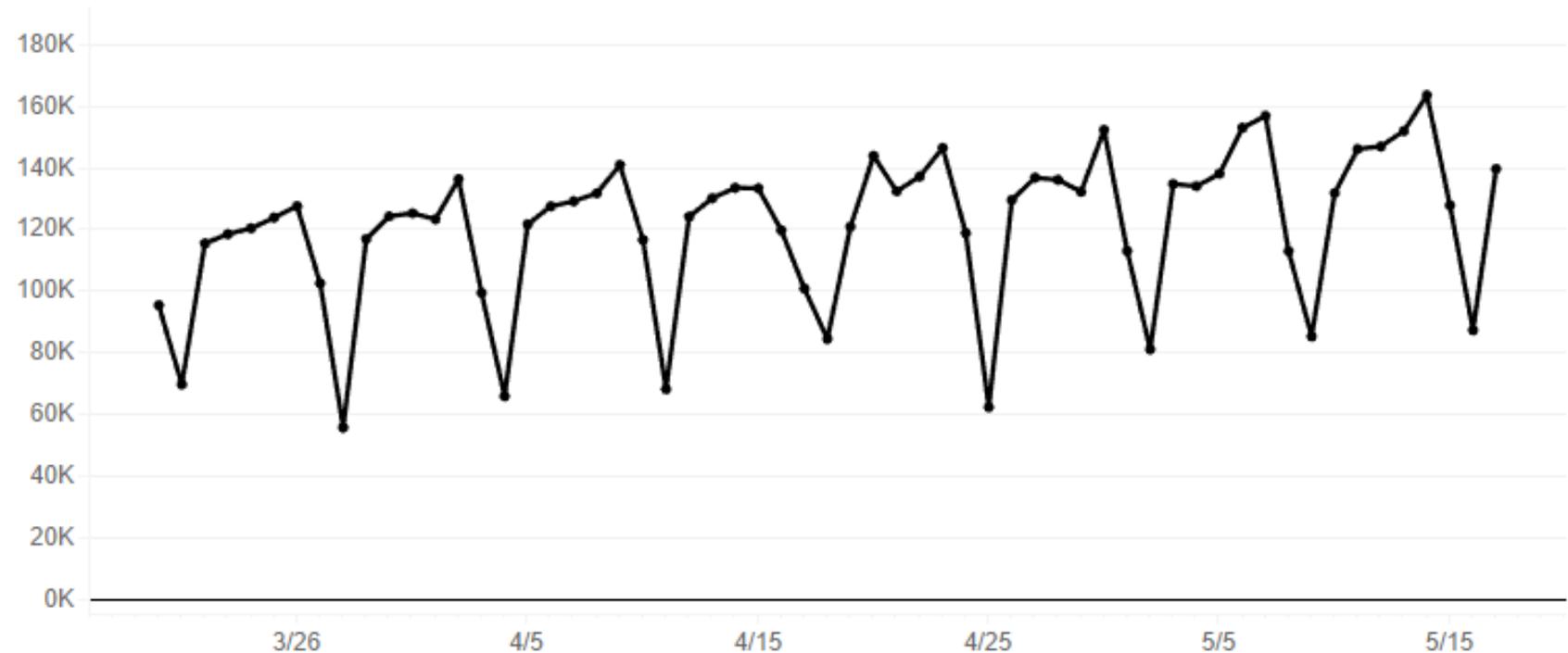
MBTA Active COVID-19 Cases



Gated Rapid Transit Stations

Line	Change in validations: May 2019 weekday average vs. weekday average for May 10 - 14, 2021
Blue Line	-55%
Green Line	-72%
Orange Line	-70%
Red Line	-73%
Silver Line	-81%
Total Gated Stations	-70%

Total Gated Station Validations (last 60 days)



Gated validations data by line and station are available in this [public folder](#) and continue to be updated on the [Data Blog](#). The data is also continuously updated and visualized on the [MassDOT Mobility Dashboard](#).



Safety Precautions: Masks & Service Policies

- All riders and employees are [required by federal and state law to wear face coverings](#) while on MBTA vehicles and at all stations, facilities, outdoor bus stops, and outdoor platforms for the Commuter Rail, subway, and trolley systems, including those who are fully vaccinated.
 - Not doing so is a violation of federal and state law and failure to comply may result in denial of boarding or removal.
- Additionally, the following service and operations policies are in place to protect the health and safety of essential workers who rely on public transit, as well as our frontline staff:
 - Shared trips on [The RIDE](#) have been reintroduced. TREC remains closed to in-person appointments.
 - The [CharlieCard Store](#) is open with limited hours.
 - Standard fare collection processes have resumed on buses, trolleys, and The RIDE.
 - Bus operators have the option—with approval from the Control Center—to bypass a stop if they feel the bus is becoming too crowded to safely accommodate any more riders.



Capacity Policy Change

- As of May 29, 2021, per the Governor's announcement, all remaining COVID-19 restrictions will be lifted.
- Currently, as one way to combat the pandemic, the MBTA has been operating with a reduced crowding standard to ensure social distancing, while activity communicating these standards to our riders.
- On May 29, the MBTA will revert to our pre-COVID comfort and crowding standards as delineated in our [Service Delivery Policy](#).
 - We will be updating our rider-facing information on our applications, website, digital screens, etc. as soon as possible.



Summer 2021 Subway Service Changes—starting 6/20

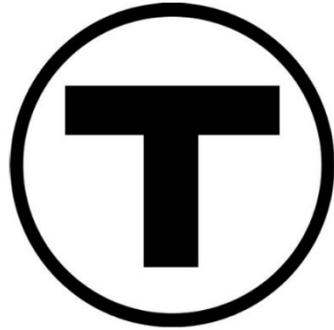
- Red & Orange Line frequency—reduced 20% in Spring 2021—will be restored at/near overall Winter 2021 levels with some peak service shifted to midday to match ridership.
- Blue Line frequency—reduced by 5% in Spring 2021—will be restored to Winter 2021 levels or higher.
- Green Line frequency restorations are targeted where crowding is most pronounced, but is lagging slightly to allow for GLX testing and training.

	Weekday peak headways (minutes)			Midday headways (minutes)		
	Winter	Spring	Summer	Winter	Spring	Summer
Red branches	9	11	10	14	16	12
Red trunk	4.5	5.5	5	7	8	6
Orange	7	8	7	9	11	7.5
Blue	5	5.5	5	9.5	10	9.5
Green B	6	7.3	7.3	7.2	9	9
Green C	8.2	10	8.5	9	11	10.5
Green D	7	8.7	8	8	9	9
Green E	8	10	8.5	8	10	8.5

More midday service than pre-COVID due to ridership shift from peak

Largest Green Line frequency improvements to E





**Massachusetts Bay
Transportation Authority**

GLX Title VI Equity Analysis

Fiscal and Management Control Board

May 24, 2021

Lynsey Heffernan



GLX Title VI Equity Analysis (cont)

According to the FTA's Title VI Circular 4702.1B, the MBTA must conduct a service and fare equity analysis six months prior to the beginning of revenue service for new fixed guideway capital projects.

- This analysis was completed following the MBTA's Disparate Impact/Disproportionate Burden (DI/DB) policy.
- CTPS Title VI equity analysis finds the GLX extension service changes provide a *disparate benefit to non-minority riders and a disproportionate benefit to non-low-income riders.*

Title VI Analysis and Proposed Mitigation

- Given the significant capital investment, and lack of any practicable alternatives, the MBTA proposes to move forward with the GLX, noting the following:
 - The demographics of the neighborhoods encompassing the GLX project have changed in recent years.
 - Neighborhoods closest to GLX are receiving increased service.
 - This project provides a net benefit to both protected and non-protected groups. The 2014 “Green Line Extension Environmental Analysis” found that the project improved accessibility, mobility, congestion and environmental conditions, for EJ and non-EJ populations.
- Per our policy, MBTA should take steps to avoid, minimize, or mitigate this potential disproportionate benefit, where practicable. We propose:
 - Continuing the Route 80, duplicative bus service running parallel to the new service, while completing Bus Network Redesign.
 - The MBTA will continue to make improvements to our bus network through BNRD’s equity-focused process.

Bus Network Redesign

- The Bus Network Redesign is focused on building a *better and more equitable network* than what we had pre-COVID
- A major goal of the project is to maximize access to opportunities and improve service quality for transit-critical populations (low-income populations, people of color, seniors, people with disabilities, or people who live in households with few or no vehicles). This is how we are measuring success.
- The MBTA believes, rather than proposing a reactive mitigation to the Green Line Extension's disproportionate/disparate benefit, we should make thoughtful changes to our bus network moving forward that benefit our low-income riders and riders of color.

Board Vote to Accept Title VI Analysis & Mitigation

- WHEREAS, the Massachusetts Bay Transportation Authority (“MBTA”) is in the final stages of constructing the Green Line Extension (“GLX”); and
- WHEREAS the Federal Transit Administration (“FTA”) Title VI Circular 4702.1B requires the MBTA to conduct a service and fare equity analysis within six months prior to the beginning of revenue service for a new fixed guideway capital project to determine whether such service would have a discriminatory impact based on race, color, or national origin; low-income populations would bear disproportionate burdens of the planned changes; or non-minority or non-low-income populations would receive disproportionate benefits because of the planned changes; and
- WHEREAS GLX will be a revenue service requiring a fare and service equity analysis under FTA Title VI Circular 4702.1B; and
- WHEREAS a fare and service equity analysis as to GLX was completed (the “Title VI Equity Analysis”); and
- WHEREAS the Title VI Equity Analysis did not find that GLX will have a disproportionate burden or adverse impact on low-income or minority riders; and
- WHEREAS the Title VI Equity Analysis further demonstrates that, under the MBTA’s Disparate Impact/Disproportionate Burden Policy (“DI/DB Policy”), GLX may provide a potential disproportionate benefit non-low-income and non-minority riders; and
- WHEREAS the MBTA considers a disproportionate benefit to non-low-income or non-minority riders to be a disproportionate impact on low-income and minority riders;
- WHEREAS pursuant to the MBTA’s DI/DB Policy, upon finding a potential disparate impact on minority populations, the MBTA must consider alternatives or revisions to the proposed service change to avoid, minimize or mitigate the potential adverse effect from the change; and upon finding a potential disproportionate impact on low-income populations, the MBTA must take steps to avoid, minimize, or mitigate such impacts, where practicable;
- WHEREAS the MBTA considered alternatives and revisions to the proposed change and steps to avoid, minimize or mitigate such impacts; and
- WHEREAS the MBTA determined that there were no practicable near-term alternatives or changes to GLX to mitigate such impacts;
- WHEREAS the MBTA therefore proposes to mitigate the potential disproportionate impact through its Bus Network Redesign, which program is underway and due for adoption in 2022, and which program should benefit low-income and minority riders in the future;
- WHEREAS the Fiscal and Management Control Board (“FMCB”) has considered and reviewed the Title VI Equity Analysis and the proposed mitigation;
- NOW, THEREFORE, IT IS VOTED THAT: The FMCB hereby approves the Title VI Equity Analysis and directs the Authority, through the General Manager, to take all steps necessary to provide notice of such acceptance to FTA, as appropriate.



GLXC Construction Update

➤ Jeff Wagner, GLX Public Involvement Manager



Safety – Safety Week (May 3 - 7)



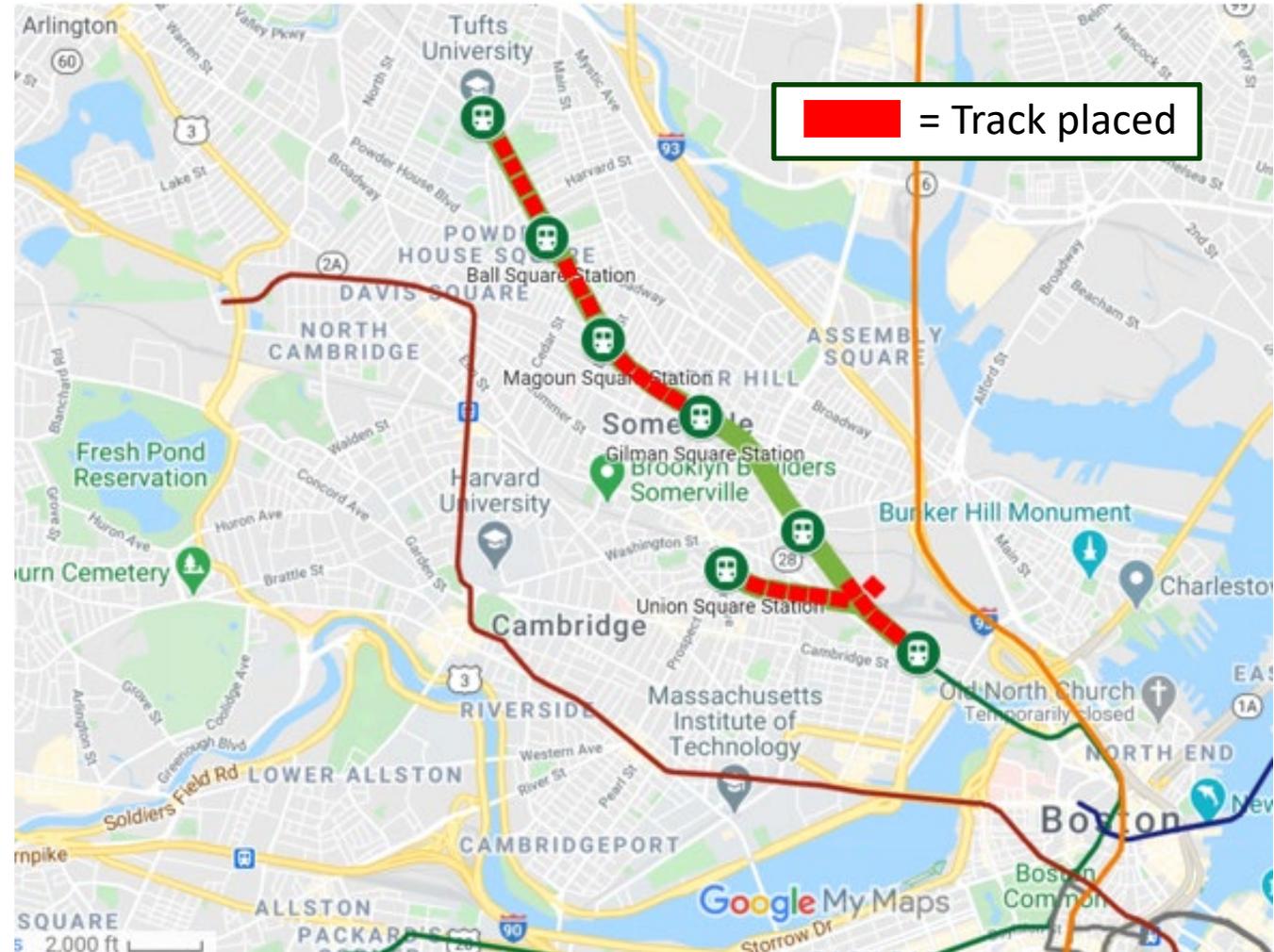
- Theme: **Focus to the Finish**
- Special emphasis – On Track SAFETY



Recent Project Milestones – Light Rail Track Placement



- Approximately 65 percent of track now in place
- Track crews working 6 to 7 days per week, 10 to 12-hour days



Recent Project Milestones – Track Placement on Viaduct



- Track is in place along both branches of the viaduct
- Track adjustment and alignment continues
- System work advancing



Rail Placement on Mainline

- Segment between East Somerville and Gilman Square Station awaiting placement
- Some gaps remain adjacent to stations
- Expect all rail in place by mid-summer



Track Prep Near East Somerville Station

- Asphalt is part of the foundation wherever switches are placed on the track
- A lot of switches and track work will happen next to 200 Inner Belt



Recent Project Milestones – Power to the VMF



- Power has been turned on at Vehicle Maintenance Facility (VMF)
- Communications systems in place at both the VMF and Transportation Bldg



Recent Project Milestones – Ped Bridge Placement at College Ave.



- Bridge set on Saturday, May 8 at Medford/Tufts Station & parallel to College Ave.
- New Pedestrian Bridge is 100' long, 13.5' wide and weighs 30 tons
- Work on decking is progressing



Recent Project Milestones – Ped Bridge Demo at School St.



- Pedestrian Bridge removed on Saturday, May 8
- Steel to be recycled
- Focus is on School St. Bridge to reopening as soon as possible



Station Construction – Jan. 2021/Now



Union Square Station



Lechmere Station



East Somerville Station



Station Construction – Jan. 2021/Now con't



Gilman Square Station



Magoun Square Station



Ball Square Station



Medford/Tufts



Station Construction – Adjacent to Union Square Station



Station Construction – Lechmere Station street level



- Bus loop is taking shape off Water St. next to Glass Factory Condos
- Sections below the viaduct are taking on final form



Station Construction – Magoun Square Station



- Steel walkway for Magoun Square Station is at Water St. Yard in Cambridge
- Placement expected by mid-summer



Bridge Construction & Modification – Washington St



- Work is advancing on the south sidewalk at the underpass
- Wingwalls, curb and sidewalk should be complete in early June
- Striping and full opening expected in late June



Bridge Construction & Modification – Jan. 2021/Now



Medford St.



School St.



Lowell St.



Cedar St.



Systems Installation

- 190 workers currently supporting systems work. A majority are electricians.
- Messenger wire and contact wire installed along Union Branch



OCS Pole Installation



- All 603 Overhead Contact System (OCS) pole foundations have been drilled
- 15 poles remaining along Union Square Branch – priority
- Installation of remaining poles on Medford Branch to be completed in next two months



Central Instrument House Installation



- 8 of 9 Central Instrument Houses (CIH) in place
- Final CIH to be placed near Medford/Tufts Station in the next two weeks
- Equipment installation continues inside of all houses



Traction Power Substation Construction



- Crews working double shifts at Red Bridge TPSS
- Work progressing at Pearl St. & Ball Square. Activity will further ramp up once Red Bridge complete

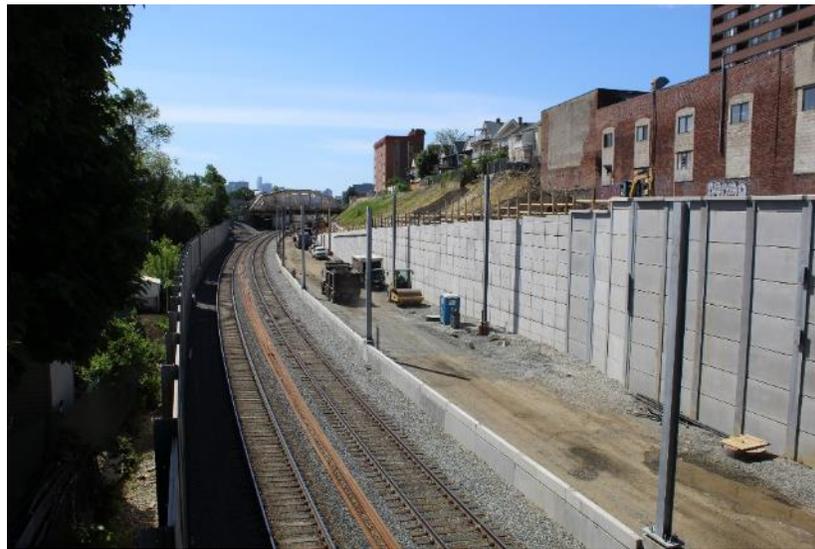


Retaining Walls

- Retaining Wall construction focused between Cross St and Medford St.
- Creating room for GLX track between East Somerville Station and Gilman Square Station



Cross to McGrath



McGrath to Walnut St.



Medford/Tufts along Boston Ave

Noise Walls

- Noise wall panel placement is active along the viaduct
- Panel placement and tie-in work continues mostly at night north of McGrath Hwy



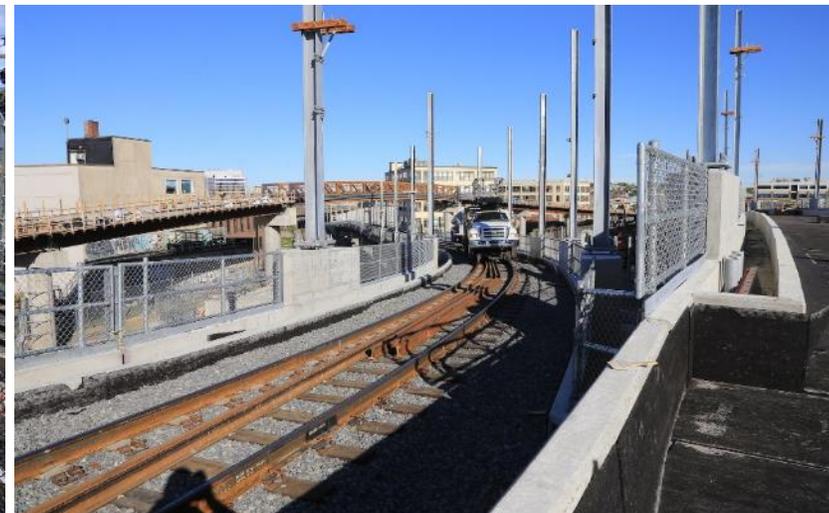
Lechmere Station area



McGrath to Walnut St.

Fence Installation

- Fence placement has been active for several months and will continue throughout the project
- Below are some examples of fences for various applications



Community Path



- Deck work on the viaduct portion of the Path continues to take shape



Community Path con't

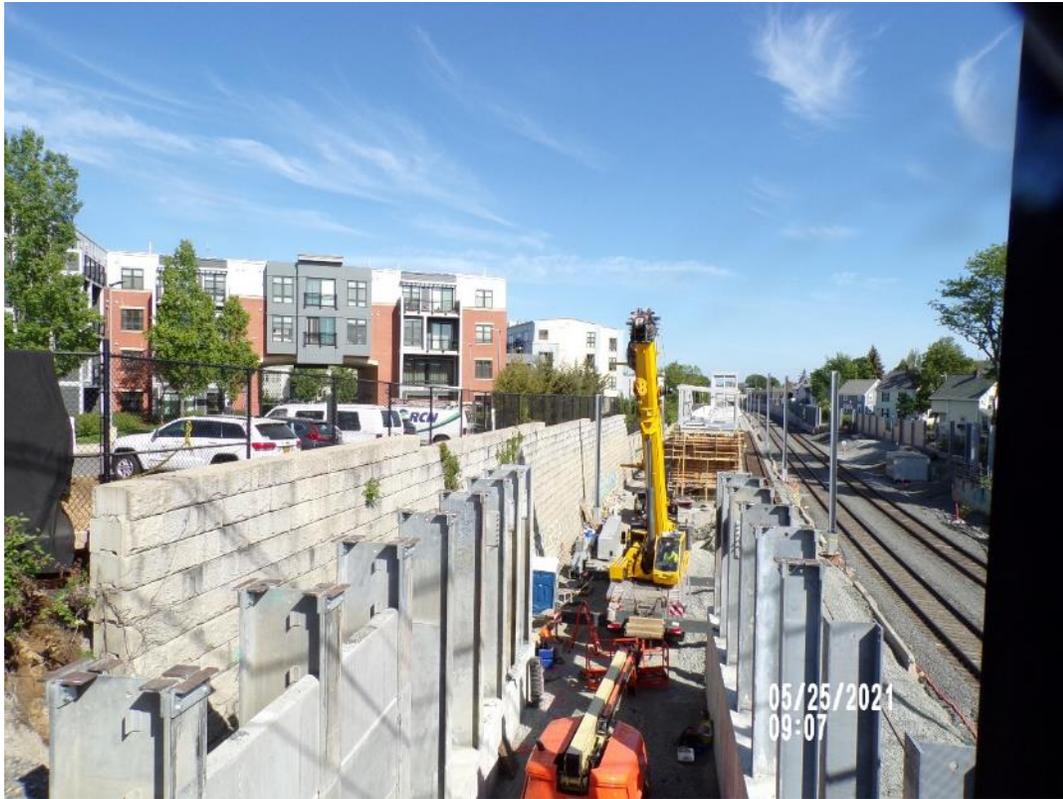


- As retaining walls go up along the west side of the alignment, they are creating space for the Community Path



Outreach – Hotline Responses

- 1,863 inquiries thru Hotline, e-mail or direct contact with outreach staff project to date. 52 contacts received in May.
- 1,770 actions closed out to date



GLX Project Community Connection Team

- Planning a Red Cross Blood Drive for late June/early July at GLXC Office
- Details will be shared as soon as available





Q & A

