

**MBTA Green Line Extension (GLX) Project  
Community Working Group (CWG) Meeting Minutes  
August 3, 2021  
4:00 - 5:30 p.m., via Webinar**

\*This meeting marked the 45<sup>th</sup> consecutive, monthly GLX Community Working Group meeting.

**ATTENDEES:**

**CWG Members:**

Jennifer Dorsen (Ball Square)  
Joseph Barr (City of Cambridge)  
Jim McGinnis (Union Square)  
Andy 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:**

Casey Berg (GLX Report Manager)  
Erin Reed (GLXC)  
Jeff Wagner (GLXC)

**Other Guests:**

Lisa Battiston  
Matt Hartman  
Tim Dineen (VNA Resident)  
Michaela Boneva  
Rocco DiRico (Tufts)  
C Milne  
Viola Augustin (City of Somerville)  
Krittika

**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 thanked those attended the public meeting last week. He reported that Boston.com wrote an article about the public meeting that he felt was informative. He

also indicated that the project would begin to transition from construction updates, and that subsequent meetings will be focused on opening the stations, etc. Terry then reviewed the agenda and went on to provide a Safety Moment involving hand safety facts. Some safety tips included making sure you can see what you're working on with your hands, minding lock-out tag-out (LOTO) procedures, and always wearing Personal Protection Equipment (PPE) when entering a construction site.

Terry went on to present an overview of the project drainage and an update on the flooding at Washington Street in July. He started by presenting a map to show the areas that have been improved due to the project's drainage and the coordination done with other cities and developments to construct the drainage systems. The work done on GLX benefits more than just the project; it also positively impacts drainage in some of the surrounding areas. Terry showed a before and after of the drainage system along the Right of Way.

Terry explained that at Washington Street, GLX is building a brand-new pump station. In the meantime, portable pumps are being used that mimic the same capacity as the pump stations that are being constructed. During the July flooding event, these portable pumps were receiving a backflow, which they should not, so GLXC cleaned them out and retested them when the waters receded.

Terry showed a detail of the old pump station (prior to the GLX project) with two horsepower pumps that had the ability to pump 300 gallons per minute. He also showed a detail of the new pump station, which has three 100 horsepower pumps and can pump 10,000 gallons per minute, a significant upgrade. Terry further explained how the GLX drainage system ties into the drainage systems of the surrounding municipalities and where the water is drained to. He briefly described that Union Square Station Flood Mitigation System: Future Detention Basin Project, which would control tailwater in the area.

He followed with an update on the interim condition of the Union Square Station and GLX coordination with US2, the neighboring developer. He showed the drawing of the elevator that US2 will be installing off of Prospect Street Bridge and confirmed that the new elevator will have a staircase next to it. While the Union Branch will open in December 2021, the elevator at US2 is scheduled to be complete closer to late summer 2022. To access the station in the interim, there will be a path off of Bennett Court. Terry showed a rendering of this path with a fence between the interim path and US2 construction as well as a rendering of what the station entrance/path will look like when completed.

Jim McGinnis thanked Terry for the thorough explanation of the drainage at Washington Street Pump Station, and said it sounds like the new pump will go a long way resolving the flooding problem. Jim also said he is pleased to see that there will be a staircase next to the elevator at Union Square Station.

Andy Reker requested that Terry return to the interim rendering slide and asked for confirmation of the orientation of the path entrance. Terry said they are working with the developer to make the path as good as possible while waiting for the elevator.

Jeff Wagner then provided a construction update.

- Jeff said that the VMF is in the process of being handed over to the MBTA Operations soon, which is a major achievement.
- Jeff also announced that three different types of Green Line vehicles arrived at the VMF last week. He explained in detail the extensive coordination needed to deliver the vehicles, including

working with the surrounding Innerbelt businesses to notify them of the work since the vehicles would not fit under the bridge underpass on the road.

- He also confirmed that nearly all Green Line track is in place, and that the last OCS pole on the Union Branch was installed recently (for a total of 220 poles). All wire is up on the Union Branch, and GLXC is now working on tightening the wiring.

### **Question & Answer**

Jim McGinnis asked for an update on the expected opening dates for the Medford Street and School Street Bridges. Terry said the School Street Bridge will be open to pedestrians in August prior to the beginning of the school year, then vehicle access will follow (no specific date). Medford Street Bridge requires some unanticipated work and will open likely in the fall.

Tim Dineen asked if there is a schedule for the Community Path to open to public use. Terry said it is expected to open when the Medford Branch is complete in May 2022.

Krittika asked if there will be any access from Inner Belt Road to the Community Path. Terry said there is no pedestrian access from Inner Belt to the Community Path. Krittika asked if it would happen in the future. Terry could not say for sure as it would be a non-GLX related initiative.

Tim Dineen asked if GLXC is laying wire at Tufts. Terry said the project is installing catenary wire and will be testing with the three vehicles that arrived at the site soon.

Jim McGinnis asked if there is any chance the portion of the path on the viaduct could open earlier than planned. Terry said the project is not committing to an earlier opening date right now.

Jim Silva asked for an update on the new improved fare collection system and asked if it would be available for the opening of GLX. Terry said he is meeting with Automated Fare Collection (AFC) team tomorrow about how it will be implemented and the new software programming. Terry confirmed it is moving forward but said he is not sure if it will be available for the opening of GLX. He will look into it at the meeting tomorrow and will give an update on AFC at the next CWG meeting.

Tim Dineen said he heard that GLXC will be installing asphalt on the community path at Lowell Street tomorrow if anyone wants to come by and see the progress.

Krittika asked what would happen with the property near the viaduct at Innerbelt Road once it is no longer used for construction staging. Terry said the property is owned by North River, and so that area will need to be restored back to its original configuration, which was grassland. That is not an area that will continue to be occupied by GLXC.

Seeing no further questions, the meeting was adjourned.

NEXT MEETING SCHEDULED FOR Tuesday, September 7, 2021, 8:30 to 10:00 a.m., via Video Conference.

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