

**Access Advisory Committee to the Massachusetts Bay  
Transportation Authority**

*10 Park Plaza, Suite 2150, Boston, MA. 02116-3968*

*Voice: 617-973-7100, Fax: 617-973-8855, TDD: 671-973-7089,*

*E-mail: [AACT@ctps.org](mailto:AACT@ctps.org)*

***AACT Board of Directors Meeting Minutes***

***Wednesday, February 26, 2014***

***Notables***

The AACT Executive Board will meet from 10 AM to noon and the Membership meeting will be conducted from 1:00 PM to 3 PM on the fourth Wednesday of the month, except when noted.

AACT has a page on the Boston Region Metropolitan Planning Organization's (MPO) website at [www.bostonmpo.org](http://www.bostonmpo.org); click on "Get Involved" then scroll down to "Access Advisory Committee to the MBTA." Links can be found there for the following items: agendas, upcoming meetings, past meeting minutes, the Memorandum of Understanding (MOU) between the MBTA and AACT, and the AACT bylaws, and ADA regulations. There are also links to the MPO's newsletter, TRANSREPORT, and information on accessibility at the MBTA. This page includes the contact information for the AACT Coordinator.

Comments and questions concerning AACT should be directed to the Chairman James White by contacting the AACT Coordinator, Ms. Janie Guion, at 617-973-7507 (voice); 617-973-7089 (TTY); 617-973-8855 (fax); [AACT@ctps.org](mailto:AACT@ctps.org) (email); or at c/o CTPS, 10 Park Plaza, Suite 2150, Boston, MA 02116 (mail).

The AACT meeting location is accessible to people with disabilities and is near public transportation. Upon request (preferably two weeks in advance of the meeting), every effort will be made to provide accommodations such as assistive listening devices, materials in accessible formats and in languages other than English, and interpreters in American Sign Language and other languages. Please contact the MPO staff at 617.973.7100 (voice), 617.973.7089 (TTY), 617.973.8855 (fax), or [publicinformation@ctps.org](mailto:publicinformation@ctps.org).

The MPO complies with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other federal and state non-discrimination statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, gender identity or expression, or military service. Any person who believes herself/himself or any specific class of persons has been subjected to discrimination prohibited by Title VI, ADA, or other non-discrimination statute or regulation may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional

information can be obtained by contacting the MPO (see above) or at [www.bostonmpo.org](http://www.bostonmpo.org).

Members needing service information or wanting to inquire about MBTA services should do so through the MBTA Marketing and Communications Department at 617-222-3200 or 800-392-6100, TTY 617-222-5146, Monday through Friday 6:30 AM to 8:00 PM and Sat/Sun from 7:30 AM to 6:00 PM, or the MBTA website at [www.mbta.com/customer\\_support/feedback/](http://www.mbta.com/customer_support/feedback/).

*Please sign in at all meetings.*

Announcements are always welcome. Please be prepared to give as many details as possible: date, time, location, contact person, and phone number. A written notice is always appreciated.

**Meeting opened at 10:31 AM**

**Reading of the Agenda**

**Introductions**

*Attendees:*

James White, Ian Perrault, Lisa Weber, Mary Ann Murray, Allen M. Karon, Angela Manerson

Also Donald Swarce, HDR Engineering

**MBTA Staff:**

Ithai Larsen and Greg Strangeways

**MPO Staff:**

Janie Guion and Matt Archer

## Approval of Minutes

Chairman White asked for a motion to approve the minutes for the December 18, 2013 AACT meeting. A motion was made and carried with one abstention.

## Chairman's Report

*The Chair stated the following:*

- February 25 THE RIDE Selection Committee took a final vote on the contracts; the decision may be available by March 12.
- It is very important for AACT Board members to look over the proposed changes to the plans for reconstruction of the Government Center Station and to make any comments they might have as soon as possible.

## ***Financial Report***

**Chairman White** stated that AACT has an account with a local bank with about \$2,000. He noted that the late Phil Beaulieu was a signer on the account, but he was unable to be added as a signer on the account before the Chairman passed away because he lacked the proper credentials. The current account will need to be closed and a new account opened. He stated that AACT never had a formal non-profit entity account; former Chairman Ben Haynes had a non-profit account under his name; as a courtesy he assisted AACT, but AACT has never filed for non-profit status.

### ***Bylaws – Secretary/Clerk***

**Chairman White** stated that Pamela Wolfe of the Boston Region MPO sent a job description of the AACT Secretary/Clerk position, and there was an overlap with many duties and responsibilities performed by the AACT Coordinator. The Secretary/Clerk position is a standard committee position, but most committees do not have an entity like the Boston Region MPO supporting them. He asked why there should be a Secretary/Clerk position if the duties are already being performed. He is concerned that having a Secretary/Clerk position would compromise the support of the Boston Region MPO.

**MA Murray** stated that the bylaws list three officers: Chair, Vice Chair, and Secretary/Clerk. She commented that the clerk would not assume all responsibilities of the AACT coordinator; the responsibilities would include communicating with the AACT coordinator, ensuring work gets accomplished, and overseeing reports. She feels this should be addressed because the position is listed in the bylaws and this may have legal ramifications.

**Chairman White** noted that there has not been a clerk for AACT in years. He asked for a motion to instate the Secretary/Clerk position.

**L. Weber** stated that she did not fully understand the background of the position and declined to make a motion.

**MA Murray** made a motion that the AACT Board fill the position of Secretary/Clerk and abide by the AACT Bylaws.

The discussion was tabled until the March 26 meeting.

### ***Committee Member Volunteer Assignments***

**Chairman White** asked the AACT Board of Directors to discuss the volunteer assignments they are involved with outside of AACT.

**I. Perrault** stated that he is on the Rider Oversight Committee (ROC).

**L. Weber** stated she does not currently have a volunteer assignment.

**Chairman White** asked the Board members to attend a passenger assistance training (PAT) session once a quarter to better understand

the process. He stated that he wants the Board to represent AACT at these trainings and observe how THE RIDE drivers are trained on ADA compliance and wheelchair securement. He noted that THE RIDE vendors have been operating with fewer employees because of the decrease in ridership relating to the fare increase, but there will be an increase in PAT sessions as new drivers are hired to accommodate an expected increase in ridership following the fare decrease.

**MA Murray** stated that it would be difficult for her to attend a full training session due personal health issues.

**Chairman White** stated that if two Board members attend, they could each attend one half of a training session.

**L. Weber** stated she could probably attend one training session a year. She expressed interest in attending ROC meetings, and stated she would look over the assignments and decide which was best suited to her.

**Chairman White** stated that Ms. Weber and Mr. Perrault could work in unison on the ROC.

**I. Perrault** stated that he could attend a training session in Charlestown.

**Chairman White** asked the Board to look at the volunteer assignments and attend the meetings to decide if they would like to volunteer.

**MA Murray** stated that she regularly attends Regional Transportation Advisory Council meetings, Freight Committee meetings, and MassDOT meetings. She added she sometimes attends MPO meetings.

***Government Center Station Rehabilitation Project,  
Donald Swarce of HDR Engineering and Greg  
Strangeways of the MBTA***

**Donald Swarce, HDR Engineering,** stated the following:

- Government Center Station currently has one location to enter and exit the station, and is accessible only by stairs and escalators. The Government Center Rehabilitation Project will improve egress and access to the station.
- The number one reason for this project is accessibility. Government Center Station is the last key station that needs to be brought into compliance with the ADA. The station will meet the current standards for the MBTA, including redundant elevators. The station will be closed for 24 months.
- The project was approved conceptually in 2009. They have worked closely with the City of Boston. Bids for the project began in the summer of 2013.

**Mr. Swarce** discussed the changes to be constructed as part of the Government Center Station reconstruction, including:

- Access to the station will be from three sides, as opposed to one side. There will be six entrances with six-foot wide



automatic sliding doors. Accessible walkways will lead to and from the entrances.

- Egress capacity from the station will be increased, and an emergency egress-only headhouse will be constructed facing Cambridge Street.
- The median on Cambridge Street will be replaced with a narrower median, allowing for bicycle lanes and widened sidewalks.
- There will be landscaping in City Hall Plaza.
- There will be two elevators from the surface to the Green Line, and a second set of elevators from the Green Line to the Blue Line.
- The lobby will be increased in size.
- Green Line Station platform will be raised 8 inches, and will be widened from 3-feet to 10-feet wide. Walkways will be graded, and ramps will not be needed. All stairs and escalators will be reconstructed.
- Blue Line Station stairs will be demolished and rebuilt in a new location to allow for the redundant elevators to be constructed; the escalators will also be replaced. An area of rescue assistance will be constructed, allowing for assistance during an emergency when the elevators are not functioning. Space that is currently unused will be repurposed for emergency egress.

- Value Engineering recommended closing the station during construction and having trains continue through the station without stopping. This decision was made considering the following: public and worker safety, minimizing customer inconvenience and operational disruptions, minimizing the risks of construction delays, and maximizing the quality of workmanship.

Greg Strangeways, Manager of Service Planning for the MBTA, discussed the station closure:

- The station will be closed for two years beginning on March 22, 2014.
- The closure will delay people who use Government Center, but it should not be by more than an average of 9 to 9 1/2 minutes. The MBTA recommends people give themselves an extra 10 to 15 minutes for travel.
- Slightly more than half the people who use the station now are transferring within the station. The MBTA is encouraging people who transfer at Government Center to use Haymarket Station. Transferring to the Red Line can be done by travelling south on the Orange Line to Downtown Crossing. There will be increased service at Haymarket.
- For those who enter or exit at Government Center, Bowdoin Station and State Station can be utilized for the Blue Line, and Park Street Station or Haymarket Station for the Green Line. Bowdoin will have extended hours.

- During peak hours, C Line service on the Green Line will be increased. During off-peak hours and weekends, the D Line will terminate at North Station; during peak hours, the D Line will terminate at Park Street.
- There will be a shuttle bus operating every 20 minutes; it will be called Route 608, and there will be a schedule and real-time updates on apps and online. It will leave Haymarket and serve stops at State Station, Cambridge Street near Government Center station, and New Chardon Street near Bowdoin Station before returning to Haymarket.
- Silver Line 1 from South Station will become a better option for some to get to Logan Airport. On weekdays from 7AM to 10PM, service will be increased from a 10 minute frequency to an 8 minute frequency; Saturday has fewer air travelers, and Sunday already has an 8 minute frequency.
- Massport shuttles from the Blue Line (Airport Station) to Logan Airport have already increased in frequency, which may offset delays on the Blue Line. At some point in 2014, Massport will pilot a shuttle from Back Bay to Logan Airport; this will not be ready for March 22.

They then answered questions.

**Chairman White** asked about the design of the elevators in Government Center.

**D. Swarce** stated the elevators are larger than the MBTA minimum size. On the surface, you can enter in one direction; when exiting on

the Green Line, you can exit to either the right or left. This means that people using a mobility device will not need to turn around. The elevators from the Green Line to the Blue Line are pass-through elevators; you enter in one direction, and exit in the same direction.

**Chairman White** asked if the accessible routes to and from the station will be asphalt.

**D. Swarce** stated the accessible routes will be granite. All the City Hall pavers will be removed and replaced with wider-cut pavers that will maintain the same brick look while having a smoother surface. There will be ADA-compliant permeable pavers within the tree areas.

**G. Strangeways** stated they will be clear zones.

**A. Karon** asked where the Green Line branches will terminate during off-peak hours.

**G. Strangeways** stated that the B Line will terminate at Park Street, the C Line will terminate at North Station, the D Line will terminate at Park Street during peak hours and North Station during off-peak hours and the E Line will still terminate at Lechmere. He noted that due to the amount of time it would take to turn the trains, all Green Line trains will not go to North Station.

**I. Perrault** asked if the shuttle buses will have automated announcements.

**G. Strangeways** stated they will. He added that a shuttle bus will operate during the late night hours after they come into effect.

**Chairman White** asked for future presentations to AACT when construction reaches the 40% and 60% benchmarks.

**D. Swarce** stated that it could happen.

**A. Manerson** asked if more buses would run to Haymarket in addition to the shuttle buses, and asked if Bowdoin Station will be open on the weekends.

**G. Strangeways** stated there will be no changes to other bus routes. He added that Bowdoin Station began operating on weekends in December and will continue until Government Center reopens.

**G. Strangeways** stated they would be presenting at 10 Park Plaza on March 13, at the East Boston Neighborhood Health Center in Maverick Square on March 11, and at the Orient Heights Neighborhood Council on March 17.

**MA Murray** asked if they planned on presenting in Lynn and Revere.

**G. Strangeways** stated they did not have anything planned at the moment.

**MA Murray** stated that people did not attend the previous meeting in Lynn because they were not aware of the meeting.

**G. Strangeways** stated they are working with the elected officials in the area, and they will see if a need arises.

**Chairman White** asked which construction company is undertaking this project.

**D. Swarce** stated Barletta Heavy Division is undertaking the project.

**Chairman White** thanked Mr. Swarce and Mr. Strangeways for their presentation.

### ***Open Discussion & Announcements***

**A. Manerson** asked if there will be a fare increase on THE RIDE.

**Chairman White** stated the RIDE fare is locked until 2015. He added that MBTA General Manager Beverly A. Scott has told him that the upcoming fare increase will not affect THE RIDE. He also discussed THE RIDE premium fares and a possible tiered payment plan.

**MA Murray** asked if Board members could call each other when they learn of an upcoming meeting relevant to AACT.

**Chairman White** noted that due to Massachusetts Open Meeting Law, AACT members cannot contact each other about AACT-related subjects outside of a meeting. He stated that members should contact the AACT coordinator, who will then contact the other members. He stated that he has frequently not been informed of meetings; he added that MBTA General Manager Beverly A. Scott has recently contacted him over issues of importance.

Meeting adjourned at 11:59 AM.