

# Worcester Redevelopment Authority

Vincent A. Pedone  
Chairman

Peter Dunn  
Chief Executive Officer



## WORCESTER REDEVELOPMENT AUTHORITY

Friday, January 14, 2022

9:00 A.M.

City Hall, Levi Lincoln Chamber  
Worcester, MA 01608

### CALL IN INFORMATION:

+1-415-655-0001 US Toll

Access Code:

### Present:

#### *Worcester Redevelopment Authority Board*

Vincent Pedone, Chair (9:33 a.m.)  
David Minasian, Vice Chair  
Michael Angelini  
Jennifer Gaskin  
Sumner Tilton

#### *Staff*

Peter Dunn, Chief Executive Officer  
Alexis Delgado, WRA Finance Manager  
Julie Lynch, Director of Public Facilities  
Amanda Cornwall, Office of Economic Development  
Jane Bresnahan, Office of Economic Development

Pursuant to a notice given (attached), a meeting of the Worcester Redevelopment Authority was held at 9:00 A.M. on Friday, January 14, 2022

### 1. Call to Order

Mr. Dunn called the meeting to order at 9:03 A.M.

### 2. Roll Call

Mr. Dunn called the roll – Ms. Gaskin, Mr. Minasian, Mr. Tilton and Mr. Angelini. Vice-Chair Minasian advised all votes will be taken by roll call.

### 3. Approval of Minutes: December 20, 2021

Mr. Angelini made a motion to approve the minutes.

Ms. Gaskin seconded the motion.

The minutes were approved 4-0 on a roll call.

Mr. Dunn requested that Item 3 be taken as the first item of business

## **New Business –**

### **3. Polar Park and Garage project workforce diversity and inclusion report**

Ms. Skilling for the MWBE Garage Project we are still holding at 17.1% and consistent where we have been the last month or two. We have awarded on the Garage Project fencing and ready to wrap the project up and closer every day and the numbers will hold steady. Mr. Minasian you were at 17% what was the goal. Mr. Benner we had initially 15.1% from reporting from our initial numbers which is what we thought we would get and have exceeded that, that goal is a little higher, Ms. Skilling stated that the goal was 20%. Mr. Minasian was that the same as Polar Park. Mr. Benner it is all the same goals. Mr. Dunn it comes from our Responsible and Inclusionary Practices. Workforce we are at 20% Worcester Residents, 12% Ethnic Diversity People of Color, Minority. We have been using those terms interchangeably. 4% Female project-to-date. When I review the December numbers, we hit 33% Worcester Residents and 7% Female. There was a slight dip in the Ethnic Diversity People of Color, Minority to 10%. Overall, we are holding pretty steady where we have been with some slight increases month-to-month in the actual monthly snapshots.

### **1. Union Station/MBTA Center Platform Project Update**

Mr. Minasian we are excited to hear the update and where the project is going. Mr. Dunn at the last meeting it was requested that a status of the project and overview be presented to the Board of the progress over the past several months. Mr. Dunn introduced Chris Sullivan, MBTA Accessibility and Infrastructure Improvements Manager who will present the update and informed the Board that the MBTA consultants are available as well.

Project Overview: Scope, Benefits, Project Schedule, Construction Phases, Plaza Waterproofing Project Update, CP-44 Project Update, Contact

Project Overview: Project Area Map - 1. Union Station 2. New Center Island Platform 3. MBTA East Parking Lot 4. WRTA Bus Facility 5. Canal District 6. Polar Park 7. City Hall 8. Hanover Theatre 9. DCU Center

At the intersection of I-290 and railroad tracks Union Station, designated New Center Island Platform with connection to the MBTA East Parking Lot, which will give better connections to the DCU Center, Polar Park, Canal District, Downtown as well as to Boston.

Detailed Scope of Existing Features and Proposed Features.

Existing Features: 1. Union Station Building 2. Union Station Parking Garage 3. Pedestrian Tunnel to Parking Garage 4. Grafton St. Bridge 5. Keolis Building 6. MBTA Upper Parking Lot 7. MBTA Lower Parking Lot

Proposed Features: 8. Center Island Platform 9. Platform Access Corridor (Below) 10. Elevator #1 11. Stair #1 12. Stair #2 13. Elevator #2 14. Pedestrian Bridge 15. Stair #3 16. Elevator #3 17. Rainwater Retention Area

Mr. Sullivan provided a detailed view of Union Station - at the historic side there is there is an elevator and stair connection down into the Station corridor, moving east we have an eight hundred foot long fully accessible platform with a canopy overhead for the whole length; a stair and elevator up to a pedestrian bridge and back down to the commuter rail parking lot.

Project Overview: Key Features: 1. Stair #1, 2. Elevator #1, 3. Elevator Lobby, 4. Elevator #1 Machine Rm., 5. Platform Access Corridor, 6. Mechanical Rm., and 7. Exist. 3rd Party Comm. Equipment, 8. Police Access Vestibule, 9. MBTA Offices, 10. Ticketing Alcove

Mr. Sullivan reviewed the slide from the rotunda area to two niches on either side of with a mailroom behind the area a storage room. Historically, this was actually a stairway as well as historic stairways up to the track when the station was originally built and will have an elevator and a stair, which will also have a ticketing alcove.

Project Overview (Rendering from garage roof looking east): Purposes and Benefits: Improve Accessibility and Safety • Increase Station Capacity • Allows Two Trains at the Same Time. • Improve Operating Schedules • Provide Flexibility for Future Expansion • Construction contract awarded to Judlau Contracting, Inc. • \$45 Million Construction

Mr. Sullivan detailed to improve accessibility and safety, increase station capacity, two-sided platform allows two trains at the same time, which improves operating schedules, provides flexibility for future expansion. The construction contract has been awarded to Judlau Contracting, Inc. for \$45 Million Dollars. Mr. Sullivan described the elevator and the stairwell to the tunnel below. The existing platform is demolished and building a new roof deck over Union Station and canopy over the doors. Past I-290 you can see the up and over.

Project Overview:

New Access from Union Station Building Rotunda:

Mr. Sullivan described the new access corridor from the Rotunda through the snitches area with the existing openings signage will match historic existing signs  
Rendering of new access corridor from Rotunda

Rendering of new access corridor:

Mr. Sullivan we will be convert existing storage room into Access Corridor with a designated ticketing area and matched the flooring and walls for which is a continuation from the Rotunda. At the end where the two doors are located will be offices for Keolis and MBTA personnel when working at the Station. To the right of the corridor you have the elevator up and to the left a stairway up.

### Project Overview:

#### Rendering from Upper Parking Lot

Mr. Sullivan at the commuter rail parking lot we have new elevators, stairways, and pedestrian bridges. A new accessible walkway connects between the parking lot and station building.

#### Rendering from Lower Parking Lot

There are other accessibility improvements to the Commuter Parking Area improving stairs and walkways along with a new substation and back-up power for the platform and station.

### Project Schedule:

Mr. Sullivan reviewed the project schedule as a two-year project.

<u>Milestone</u>	<u>Schedule</u>
Notice to Proceed (NTP) Construction	November 29, 2021
Construct Temporary Platform	Winter-Spring 2022
Construct New Platform and Entrances	Spring 2022 – Winter 2023
Anticipated Project Completion	Winter 2023

Mr. Sullivan reviewed the project schedule as a two-year project.

### Construction Phasing – Phase 1 (Early 2022)

Mr. Sullivan reviewed Phase 1 Construction Phasing to include a construction office.

Passenger Access: No changes

Parking: Reduced parking at upper parking level

Construction Activities: 1) Construct temporary platform; 2) Make walkway accessible; 3) Begin site work/prepare for National Grid service; 4) Begin interior renovations – set up construction barricades and begin demolition of existing walls and systems.

### Construction Phasing – Phase 2 Beginning Spring 2022)

Passenger Access: Relocated to Temporary Platform with signage access and well as attendants to assist while construction is ongoing and directed from the rotunda to the new walkway to access the temporary platform. This will also be used for customers that from the commuter rail parking lot

Parking: Reduced parking at upper parking level

Construction Activities: 1) construct new access corridor from the rotunda; 2) replace Track 1 and Station Track; 3) construct new platform; 4) construct new electrical and communications room and electrical equipment.

### Construction Phasing – Interior Work – Demo

Mr. Sullivan presented a review of the work in the Historic Union Station - construct new entrance to the Union Station office; set up construction barriers to close off existing openings to complete work behind this area; demo existing walls at the telephone lobby, ticketing area and storage room. Remove existing HVAC unit, ductwork, lighting and plumbing.

### Construction Phasing – Interior Work – New Construction

Construct new mechanical room, new HVAC unit with a door to the existing office, along with a new access corridor with new elevator and stairs with new lighting and sprinklers.

### Plaza Waterproofing Project

Mr. Sullivan this is an update on the waterproofing project. Demolish existing platform adjacent to the new platform, rebuild, and waterproof the roof over the first floor of the Station. There will be a fence along the track and new lighting installed to light the whole walkway. We are currently in design with plans to go out to bid in spring 2022 with construction to be coordinated with the new platform project and will need to keep accessible from this entrance along to the walkway to the temporary platform while in use.

### CP-44 Crossover Project

We will be installing a new #20 crossover and signal tower about a quarter mile east towards Boston, which allows double track operations in the station. Essentially an X shaped section of track that will allow trains to be switched to each side of the platform or pass by the platform. This work will be performed by Keolis, we are still in design and do not have a schedule yet and is planned to be a two-year project. It could end up being concurrent with the current project if it is done soon enough or a follow-up project.

### For More Information On This Project

Visit the Project Website: [www.mbta.com/UnionStation](http://www.mbta.com/UnionStation)

Public and Stakeholders can sign up for email updates from project on website.

Project Email:  
[UnionStation@mbta.com](mailto:UnionStation@mbta.com)

Mr. Tilton I hear the words stairway, pedestrian walk, etc., if a person could not use stairs could they get from the parking lot and/or from the parking garage to what you are talking about. Mr. Sullivan, yes it is to make it fully accessible and will be done at all phases. Currently the existing platform is accessible because you can come in from the garage from the tunnel, take elevator up, and then walk out onto the roof plaza, as well as a ramp that takes you up to the platform. In the first phase that continues to happen. In the second phase, they can come in from the parking garage up the roof plaza and we have made a walkway accessible along the area. If someone cannot go that distance then the drop-off would be right in the parking lot in this corridor and a temporary platform

will have ramps on it. The location is on the side of the tracks not the middle of the track; no one has to crossover the tracks to get to the train. A number of coaches will line up with that platform so there are a number of different entrances they can use. Mr. Angelini when this is done how many spaces will be in the commuter parking lot. Eric DerVirgilio do you know how many spots there will be the only spot. I think there will be two or three spots for the power source other than that it will be the same spots remaining that are there today, referring to the slide I think a loss of three or four, we have the to put the substation off the rectangle square depicts the four spots and reallocated for the power. In thinking ahead, if the demand is great enough does this construction in anyway prevent decking as to building a parking deck at the commuter parking lot if the demand is sufficient. Mr. Smee that is something we discussed so we ensured that the design with the pedestrian bridge and with elevators and stairs at the east end the design is to allow for that at the connection at the bridge with power in the future if demand was necessary to build a deck in that parking lot. We designed it to not preclude that option, at this point in time there was not enough demand. Mr. Minasian this allows for other future expansion this is one area have there been discussions where you planned out that would help expansion what other future expansions does this project help. Mr. Smee there are some long-term potential plans with service out to Springfield by having the double-sided platform it allows an inbound and outbound train to pass by so that is the type of expansion. Obviously an eight hundred foot platform is a lot longer than the number of passengers being served right now so it allows for additional passengers. As the city of Worcester grows, it allows the number of passengers to increase. Mr. Minasian is this for more trains or would there be another platform, now we can handle two how do we increase the number of trains coming in and out. Mr. DerVirgilio with the double capping versatility that allows for quite a few additional trains through interlocking through the east CP-44 allows us to have parallel moves if a train is at the station to maintain schedule you can exit east and west while another train is there coming in. Alone it allows for quite an improvement and a lot of additional service. Until that is maxed out, I am not sure if another station would be further in the game plan. With further analysis right now, we are planning on quite a bit of operational improvement with the double-berthing CP-44 and potential service east/west additional trains as demand warrants. As a passenger when entering Union Station when the project is finished, in terms of Union Station what do you see as the upgrades in terms of the passenger experience before they get to the train and walking through? Mr. Sullivan you will see the changes from the highway with the two towers of the existing station driving you're experience you will see two new towers, new architecture with stairs, elevators, pedestrian bridges the customer will also see from the commuter rail parking lot, very nice feature if you are looking for accessibility up and over and down as quickly. You can also be dropped off at that location using the elevator and over to the train from the commuter rail side. From Union Station when you enter the rotunda referred to the rendering in the slide presentation. The access is seamless as it was meant to be there and referred to the middle door and the door to the left which was the original entrance to the station, the hallway to the right is where the elevator is located and to the left a set of stairs. The area is heated and air-conditioned and gain access to the platform from the stairwell and elevator. You can stay in the station until your train arrives. If you are coming from Boston to go to Polar Park or another event we have the eight hundred foot platform with trains arriving every hour and but there could be increased trains or two trains there is a lot of different options for bringing more people into Worcester. When the trains debark there will be ambassadors directing passengers downstairs as well as signage. There is a nice experience when you are dropped off. Signage will be significant throughout the station. Mr. Sullivan because it is a high-level platform they are the best and safest platforms that you can have. The entire length of the train every

door opens the train to the platform. There will be a small gap, passengers will be assisted, and every section of the platform is fully accessible. There will also be audio systems along with digital displays that notify you when the trains are coming and receive directions and information and time. All signage is ADA compliant, braille and universally accessible to everyone. This is a major huge improvement and covered the whole length you cannot keep all of the weather this is the best solution providing some shade keep some of the elements out, the platform is fiberglass so will not have the falling of the concrete that has occurred in the past. There will be snow removal along the whole platform. Definitely improved platform, with benches, trash receptacles. Mr. Minasian exciting. Chair Pedone joined the meeting, Mr. Sullivan you have probably already covered the matter, would you review the timing on the project, phases and reviewing the slide I am looking at the eight hundred foot platform how far does that go down relative to the I-290 overpass, is the entire platform the whole eight hundred feet covered. Mr. Sullivan yes, Chair Pedone it does not but up against the overpass. Mr. Sullivan it goes under the overpass. Mr. Sullivan reviewed the Project Scope-Over with existing features and proposed features and the area where the platform ends which is lower underneath the overpass and located in the middle under I-290. Mr. Sullivan reviewed the west end and the east end of the platform. Mr. Sullivan reviewed the roof canopy area over and back down. Chair Pedone this question is completely outside of your jurisdiction, I assume that MBTA is connecting with MDOT to ensure that the undercarriage of the I-290 overpass is secured and debris not falling on passengers. There is a project currently with corrosion control, repainting of the area and the highway has missile barriers we require that for all our railroads and they are fixing up the bottom of the bridge so that chunks will not be falling. Mr. DeViglio we coordinated with MDOT early on in which our project and required snow fencing above and added to their maintenance project and help us and absolutely coordinating between the two departments to make sure there are no issues. Mr. Sullivan reviewed with Chair Pedone the proposed timelines and phases. The parking lot are you showing them or the going to be constructed. We only lose a couple of spots the project doesn't increase parking the upper parking lot is a construction zone shown in blue and expand a little bit but will be completely repaved, restriped on the upper parking lot. Mr. Smee there will be minor tweaks adding grading for drainage systems in the upper parking lot. Location 17 on the slide will be regraded to collect water and construct storm drainage collection system. Chair Pedone connecting into City sewer lines or retention pool. It will collect into the city's sewer collection system. We will be collect, manage and filter at this area as environmentally friendly as we can. Chair Pedone requested of the MBTA to share the slide presentation, yes. Chair Pedone for Mr. Dunn the very last slide has project information and suggested that it be placed on the city's webpage. Mr. Minasian inquired about materials for the project Mr. Sullivan stated there were some issues in April and September and prices went up for every supplier. Mr. Sullivan noted that a lot of chemicals come from overseas that are used in processes to make other things, the biggest issue we are facing now there may be a delay with the fiberglass but think this will be resolved and related to the freezing weather that occurred in Texas the plant in America. They hope to have by March the facility back up and working on a schedule for phasing to keep the project on track. Any material on the project could be impacted. Joe Nolan requested of Mr. Sullivan we are going to record this in kind of a vignette, placed on the MBTA website, and made available to you as well. This will be the PowerPoint and the narrative of Mr. Sullivan and could be more user friendly. Mr. Sullivan, Mr. Nolan referred to the information page and referring everyone to that site for questions and we will answer them through this system in order to have the answers from one place. Mr. Sullivan we have a major update that is coming and similar presentation with a voice over of Mr. Sullivan. Mr. Sullivan any questions from the

Board Mr. Dunn can notify Mr. Sullivan. We will be having Ambassadors come out during the first few weeks' of construction to assist passengers to navigate the changes being made.

**2. Authorize Execution of a Cooperation Agreement Amendment with the City of Worcester for FY2021 Capital funding for \$1,150,000.00, \$1,000,000.00 for FTA related projects and \$150,000.00 for non-FTA related projects at Union Station**

Mr. Dunn the date might have stood out with you, we were doing housecleaning with our cooperation agreement files and are usually done at the beginning of the fiscal year and only did the Operating Funding and wanted to have this vote on file. None of the funds have been spent with a lag on some of the capital projects.

Mr. Angelini offered the following motion:

**Voted that the Worcester Redevelopment Authority hereby authorizes its chair or vice-chair to execute an amendment to the Union Station Cooperation Agreement for FY21 Capital Funds in the amount of One Million, One Hundred Fifty Thousand Dollars and No Cents (\$1,150,000.00).**

Ms. Gaskin seconded the motion.

The item was approved 5-0 on a roll call.

Mr. Dunn advised Chair Pedone that Item 3 was taken out of order for Gilbane-Hunt to leave before the MBTA presentation.

**4. Financial Update Report**  
**a. Report on Prior Month's Executed Contracts and Payments**  
**b. Report on Downtown Urban Revitalization Plan Expenditures**

Mr. Dunn for the period December 8, 2021 through January 10, 2022 expenses were \$5.6 Million Dollars. \$5.3 Million Dollars was a draw down to Gilbane-Hunt for the Garage Project mostly, smaller expenditures making up the balance. Chair Pedone noted that he still had checks to sign.

**5. Status Reports**  
**a. Union Station**  
**b. Downtown Urban Revitalization Plan**

Mr. Dunn wanted to alert the Board that at 11:00 a.m., Congressman James McGovern is hosting a brief press event at Union Station to announce the Federal funding allocation to support the Food Hub project at Union Station and Board members are invited to attend. Chair Pedone brought up an issue at Union Station receiving a few text messages from one of the tenants, Gus Giordano, over the last week, shared the messages with Mr. Dun about issues he's continuing to have outside of his restaurant in the bathrooms, using a defiling them. Chair Pedone discussed with Mr. Dunn one of the reasons we invested in the Police Department Substation was to try to curb some of this behavior and wanted to alert the Board that there are continuing issues with people coming into the bathrooms using them for other purposes that they are intended for to include drug use and be included on the record. Mr. Giordano said he is continuing to have problems. Mr. Dunn



and Ms. Lynch will follow-up with our onsite staff person as well as the Worcester Police Department. Mr. Minasian with the announcement regarding the Food Hub does that closeout the entire financial obligation. Mr. Dunn they have a couple of pending requests in one of which is at the state level possibly under the Department of Agriculture and wrap up final approvals. We have a number of meetings coming up for reviewing design and structure and will be back before the Board before any bids are done for formalizes agreement for the Board's consideration.

A representative from the Great Wall reached out regarding the plans for the upper stories and financial plan associated with their work. They are have received feedback from their lending partners that they need to have two years of financials since reopening and entering the second year and making progress to obtain the financial reports for their lending partners and will keep the Board updated. Chair Pedone inquired about Pickett Plaza we have closed out the Board's work with Pickett Plaza. Mr. Dunn that is an active construction project and complete before the second season opening day. Chair Pedone will we have more votes to close out the finances and are we done allocating funds for Pickett Plaza or is this open. We do not have the change orders that are pending to be presented to the Board and is an active construction project and unanticipated things could arise. Chair Pedone I had asked to start planning for an update on the entire Urban Renewal Plan, having it in a public setting where folks can understand and policy makers in the City understand the work we have done. Have a dedicated time at the next meeting or a future date to go through the Urban Renewal Plan as we have in the past in detail and highlight the work that has happened and the work that still needs to be done. The WRA should be ready and willing to assist the City in its efforts in the East Worcester Street/Albany Street projects that are being considered. I understand the city is putting together a working group and the Administration and Council know we are willing and able to assist. Mr. Dunn on the Urban Revitalization Plan I did a verbal update in the past we can produce a written report a document to share and refer back to on those accomplishments and looking forward on the Urban Revitalization Plan. Mr. Dunn referred to Mayor Inauguration where the Mayor stated that one of his terms taking a look at DPW&P a new home to unlock the development of those assets along the Shrewsbury Street corridor and the WRA could feasibly play a role in. Chair Pedone about our Urban Renewal Plan and projects that we have an interest in are there any updates that you can share. Mr. Dunn I do have a meeting today with most of the unit owners at the Denholm Building with conversations continuing there and move the ball forward and report back to the Board.

## **6. Adjournment**

There being no further business, Mr. Dunn called the roll to adjourn the meeting adjourned at 9:59 A.M.

Respectfully submitted,

Peter Dunn  
Chief Executive Officer