

**EXECUTIVE OFFICE OF TRANSPORTATION & PUBLIC WORKS  
GREEN LINE EXTENSION PROJECT**

**PUBLIC MEETING – SUMMARY MINUTES**

LOCATION OF MEETING: Somerville High School, Somerville, AM

DATE/TIME OF MEETING: March 11, 2009 from 6:30 – 8:30 PM (Open House - 5:30 PM)

ATTENDANCE: 327 (signed in)

PROJECT TEAM: Kate Fichter, EOT (Deputy Project Manager); Mike McArdle, VHB (Project Manager); Kristine Wickham, VHB (Deputy Project Manager); Lisa Standley, VHB (Environmental); Jason Ross, HMMH (Noise/Vibration); Tom Wholley, VHB (Air Quality); Mark Louro, VHB (Right of Way, Construction); John Burkardt, PB (Maintenance Facility/Community Path); Drew Shelton, VHB (Environmental); Regan Checchio, RVA (Public Participation), Nancy Farrell, RVA (Moderator); Charlie Patton, RVA (Public Participation)

PURPOSE/SUBJECT: This project meeting presented an overview of the Green Line Extension Project, an environmental analysis, recommendations for station sites, and the preferred project alignment.

**BACKGROUND:**

The Green Line Extension Project is an initiative of the Massachusetts Executive Office of Transportation & Public Works (EOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). This project will extend existing MBTA Green Line service from Lechmere Station through the northwest Boston corridor communities of Cambridge, Somerville, and Medford, with an extension of the main line to Medford and a spur line to Union Square in Somerville. 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.

HANDOUTS: Winter 2009 Project Fact Sheet; Civic Engagement Meeting Guidelines

**PRESENTATION:**

Mayor Joe Curtatone, City of Somerville, opened the meeting and thanked those in attendance for participating. He said the Green Line Extension Project would be transformative for the City of Somerville and the region. He thanked the civic partners including the Somerville Transportation Equity Partnership (STEP), Conservation Law Foundation (CLF), Somerville Board of Alderman, Somerville Chamber of Commerce, Governor Patrick and Lieutenant Governor Murray, and the Executive Office of Transportation.

Mayor Curtatone said he believes Secretary of Transportation James Aloisi is a visionary leader. He commended the Secretary's decision to extend the Green Line to Route 16/Mystic Valley Parkway and to fund the full design of the Community Path. The mayor added that he did have some concerns, however, about the direction of the Project. He noted that a recent blog posting [Editor's Note: EOT is unaware of the name of the blog] had made an accusation that the City of Somerville had accepted Community Path funding from EOT in exchange for municipal support for the EOT-proposed Yard 8 maintenance facility location. The Mayor said this is not the case.

Mayor Curtatone said the City was willing to accept the maintenance facility under certain conditions: 1) it did not harm the quality of life of residents in the area; 2) it would help unlock economic development in the area; 3) it would reduce current barriers. He added that the current plan for the maintenance facility does not meet these conditions, but he believes that the City will be able to work with EOT and Secretary Aloisi to meet them.

Nancy Farrell, RVA, then explained the format of the meeting and reviewed the meeting guidelines. She stated that she would moderate the meeting and asked those present to follow some meeting guidelines, including keeping comments or questions to two minutes so everyone who wishes to speak has a chance. She then introduced Kate Fichter, Deputy Project Manager for EOT.

Ms. Fichter noted that the meeting was being filmed by two entities: Somerville Cable Access Television and Mayor Curtatone's office. Ms. Fichter then introduced the technical consultants to the project (see Attendance).

Ms. Fichter reviewed the meeting agenda and discussed the project goals: to provide transit to previously underserved communities; to improve regional air quality; to reduce traffic congestion in the project corridor; and, to provide opportunities for job creation and development.

She noted the Green Line project has been studied for over 40 years. In 2005, the Beyond Lechmere study outlined a transit investment study. An Expanded Environmental Notification Form (EENF) was submitted in October 2006 and approved after an eight-week comment period. The purpose of this phase of study is to refine the alternatives and propose a recommended alternative.

Ms. Fichter noted that the project is still in a relatively early stage, that of preparing a Draft Environmental Impact Report/Environmental Assessment (DEIR/EA). The project still needs to be submitted for Federal Transit Administration (FTA) New Starts funding, as well as to complete Preliminary Engineering, Final Design, and Construction. The project is scheduled for completion by December 31, 2014.

Ms. Fichter reviewed the four alternatives studies: for the Medford Hillside branch, the Project Team looked at extending to Medford Hillside as well as to Mystic Valley Parkway/Route 16; for the Union Square branch, the team looked at alignments via the MBTA Fitchburg Commuter Rail Line and via McGrath Highway/Somerville Avenue.

The environmental analysis examined: Green Line operations; community impacts, noise and vibration; air quality; land takings; traffic and parking; the support facility; and, construction impacts. This analysis yielded a recommended alternative. The "mainline," the longer of the two lines, will be constructed within the existing MBTA Lowell Commuter Rail Line railroad right-of-way and will travel north from a relocated Lechmere Station to Mystic Valley Parkway/Route 16. The shorter of the two lines will be constructed within the MBTA Fitchburg Commuter Rail Line rail right-of-way and will travel to Union Square.

The benefits of the preferred alternative are that it operates in existing rail right-of-way, reducing potential property takings and construction impacts. It also attracts strong ridership, provides ADA-appropriate access, connects environmental justice residents to jobs and services, and improves regional air quality.

Ms. Fichter then reviewed the proposed station locations: relocated Lechmere; Brickbottom, Gilman Square, Lowell Street, Ball Square, College Avenue, Mystic Valley Parkway/Route 16, and Union Square. All stations will be ADA-compliant, with elevators and escalators. All will have pedestrian, bicycles and auto drop-off access and nearby transit connections, where possible.

The projected station-level ridership for the Year 2030:

Station	Daily Boardings (2030)
Lechmere	11,100
Brickbottom	2,840
Gilman Square	4,520
Lowell Street	1,260
Ball Square	1,890
College Avenue	2,100
Mystic Valley Parkway/Route 16	2,000
Union Square	2,310

The number of new MBTA daily systemwide transit trips generated by the preferred alternative will be 8,600.

Ms. Fichter also discussed the support facility, which will provide vehicle maintenance and storage on the North Side of the Green Line to support the extension and provide reliable service. It is proposed to be located at Yard 8 in Somerville because that parcel has the best size, location, and layout. EOT will continue to work with the City of Somerville on potential area development opportunities.

Ms. Fichter said the public process for this project has been extensive. The project team has had over 100 meetings with the Project Advisory Group, public agencies, municipal and elected officials, disability commissions, station abutters, neighborhood, advocacy, and business groups. There is a project website: [www.mass.gov/greenlineextension](http://www.mass.gov/greenlineextension), which also has detailed reports on key topics of interest to the public.

Ms. Fichter said that once the FTA completes its Technical Assistance on the project, the DEIR/EA will be submitted in the spring of 2009. At this point, there will be a public hearing and comment period on this document. EOT hopes to move into PE by the summer of 2009.

Before she opened the discussion for public comments and questions, Ms. Fichter said that EOT hopes to work with the communities to make the project happen. She said the funding of the Community Path design is not a tradeoff with the maintenance facility, but is a mechanism to make the Green Line Extension Project better.

#### DISCUSSION:

Representative Denise Provost, MA House of Representatives, said that she was delighted with all of the displays presented during the Open House. She said it was obvious how much the design of the project has progressed. She added that she has been pleased with the public process, the Route 16 proposed terminus, and the funding of the Community Path design.

Representative Provost said she hopes more good work is coming including the location of an appropriate maintenance facility.

Alderman Maryann Heuston, City of Somerville, said this project has been a long time coming, and she does not want to appear unhappy about the Extension. She said she did have extreme concerns about the proposed maintenance facility and was pleased with the mayor's comments. She said she believes locating the facility in Yard 8 will not foster economic development or livable communities.

Alderman Tom Taylor, City of Somerville, said he was excited about the proposed Extension, but still had concerns. They included the location of the maintenance facility and impact on economic development and the location of the proposed Union Square station. Alderman Taylor said he believes the proposed station should be moved closer to the actual Square.

Alderman William White, City of Somerville, favored the Extension as a whole, but had a problem with the decision to locate the maintenance facility in Yard 8. He said he has been working with the City to promote economic development in the area, which Somerville needs. He added that the City had recently seen \$12 million of cuts in state aid, and it has one of the lowest commercial tax bases in the Commonwealth. He said the City of Somerville needs \$1 billion of development to wean itself from state funding, and the maintenance facility will jeopardize that possibility.

Alderman John Connelly, City of Somerville, said that he had worked on the Red Line Extension and believes the Green Line Extension overall is terrific. He said that Yard 8 might not be the best place for the maintenance facility and asked EOT to work with the community on this issue.

Senator Patricia Jehlen, MA State Senate, said she was pleased that EOT has been in conversation with the Office of Economic Development on Green Line-related. She suggested that the two agencies continue to work together to make sure the Green Line maximizes economic development opportunity and can work out a solution that is a benefit to all.

Representative Tom Toomey, MA House of Representatives, said he was thrilled with the Green Line Extension because it is long overdue. He said he was concerned about the impacts of the maintenance facility on economic development and Brickbottom residents. He said locating the facility in Yard 8 is unfair and unjust as the Commuter Rail facility is already there.

William Riccio, Brickbottom resident, said he was an avid supporter of the project, but the proposed location of the maintenance facility would kill an important arts center and driver for creative revival in the community.

Ramon Bueno, Brickbottom resident, said he supported the remarks of the public officials. He said that Green Line operations are not a problem for residents, but there has not been enough land use planning for the maintenance facility. He said the siting of the facility places a huge and disproportionate burden on Brickbottom residents. He said he was also concerned about the loss of property value at Brickbottom.

Ron Newman, Davis Square resident, said he was thrilled to see that the Community Path will be designed in conjunction with the Green Line Extension. He said it will be a driver to stations. He asked the Project Team to reevaluate the Lowell Street station design to make the Path a more direct route, similar to Longwood station. He said that the MBTA should overcome its fear of pedestrians crossing tracks and relax this guidance.

Lee Auspitz, Project Advisory Group, submitted proposed language for inclusion in the DEIR, "In the event mitigation measures are insufficient to bring noise and vibration within the targeted levels, there will be pre-agreed procedures for compensating affected resident abutters without their having to resort to costly legal action, without abridging their right to such action." He added that his previous experience suggested that noise and vibration estimates change during construction and operation due to geological, landscaping, equipment, scheduling, and other factors. The MBTA has successfully used procedures for addressing such problems with monetary compensation that avoided costly litigation for resident abutters.

Amy Thunlason, Brickbottom resident, said the siting of the maintenance facility is being shoved down residents' throats. She said although representatives of the 150 families living in Brickbottom have shown up to numerous meetings, EOT has not listened to them.

Paula Cook, Brickbottom resident, thanked the state representatives for their remarks. She also thanked John Burckardt, PB, for his discussion of the maintenance facility during the Open House. She said that the project is only at 10% design, and the mitigation discussion will occur after the site has been selected. She added that the Green Line will run 10 feet from the Brickbottom building, and residents should not accept the siting until a reasonable mitigation strategy is proposed. She said that this issue is one of a quality of life for Brickbottom residents since at present, the only way to exit the property without passing garbage trucks is via the northeast or through Yard 8. She said that to remove this egress will turn Brickbottom into a 'ghetto'. [Editor's Note: The distance from the Brickbottom Building to the nearest mainline Green Line track centerline is 20 feet. The project team is proposing a retaining wall 10 feet from the building (the building face is on the property line) and the nearest track centerline is 10 feet from the wall. The Maintenance Facility is approximately 95 feet from the Brickbottom Artist's building. The Green Line tracks along the Union Square Branch are 30 feet from the Brickbottom Artist's Building.]

Steve Grundel asked what happens if EOT does not meet the 2014 deadline. Ms. Fichter said that the legislation includes penalties if the project is not completed. If it is delayed, the state can put in temporary measures to improve Air Quality in the same corridor. Mr. Grundel also asked why the Union Square spur is not being extended to Porter Square. Ms. Fichter said that Porter Square is not part of this project, and there is not necessarily a demand for that service. She added that the project design does not preclude this possibility in the future. Mr. Grunder asked if the hours of operation for the Extension would be different from other lines. Ms. Fichter says the project assumes the same hours of operation as the rest of the MBTA system.

Alyson Schultz, Brickbottom resident, asked if there were other facilities in other parts of the country that were within 50 feet from a residential building. Ms. Fichter said the closest thing locally was the Riverside facility in Newton, but she would investigate. [Editor's Note: One example can be found in Redondo Beach, CA, where the Los Angeles Metro has a maintenance facility located in close proximity to and abutting residential properties.] Ms. Schultz asked why the maintenance facility siting is being linked to the 2014 deadline. Ms. Fichter said the facility is needed for the line to function adequately. Ms. Fichter said the issue of siting a facility is integral to the project, and there are very few parcels in this kind of dense area. Ms. Schultz asked why the facility is being built for 80 cars when only 32 are needed for the Extension. Ms. Fichter added that the extra capacity is included to house Green Line trainsets that will serve the Extension and that are currently being housed in tunnels overnight.

Suzannah Darling, Brickbottom resident, said she wanted to see this project get done in a human way. She asked what kind of tax losses the City of Somerville would incur by siting the facility at Yard 8. Ms. Fichter said that the facility would be sited on three parcels, one of which the MBTA already owns and so is not currently contributing to the City of Somerville and one of which is currently without a building. Ms. Darling asked if EOT has given any special consideration to the 150 Brickbottom families who will see an enormous impact by this facility. Ms. Fichter said the bulk of the impact that Brickbottom residents will see will be the result of the Green Line service, not the maintenance facility, and that EOT will work with the Brickbottom residents on a mitigation portfolio for the Brickbottom buildings.

Gerard Aratano said he recognized the hard work that has already been done as well as the hard work yet to do. He suggested that the proposed station at Brickbottom be moved closer to Joy Street and Washington Street to better service the neighborhood.

Anne Tate demonstrated some of her drawings of the proposed maintenance facility that she said are less misleading than the ones shown by EOT. She also asked EOT to reconsider Alternative H, as a potential site for the facility.

Stuart Dash, asked about the additional noise and vibration as well as pollution generated by the facility. He said for environmental justice, the MBTA should move the commuter rail trains to the South Shore. Ms. Fichter said the maintenance facility will not produce emissions like the Boston Engine Terminal (BET). She added that as transit expands, maintenance needs are also increased. Jason Ross, HMMH, said the Project Team evaluated noise and vibration at sensitive receptors like Brickbottom. He said that facility operations will have less impact than line operations.

Steve Mackey, Project Advisory Group, said he appreciated the work of EOT. He noted that although EOT has been working with the Executive Office of Housing and Economic Development, there was no one at this meeting from that office to participate in a dialogue. He said that EOT is planning locating the facility within footsteps of where people live and with no economic development plan. He added that mitigation for the facility must come first.

Craig Mullenmeister asked if the problems mentioned could be alleviated with a tunnel-like system. Ms. Fichter said that the tunneling and decking report is on the project website, and it is not considered feasible.

Bill Shelton said that a small percentage of Somerville's tax base is commercial, and therefore, Somerville really suffers when there are cuts in state aid. He suggested that the community offer and propose solutions to the issue of siting the maintenance facility and come to terms with the constraints mentioned by Ms. Fichter. Ms. Fichter added that she is always happy to communicate with residents about the project.

Fred Berman said he shares the concerns of the Brickbottom residents and the effects of the proposed facility's siting on economic development potential. He asked that if, in addition to designing the Community Path, it would be much cheaper to build the Green Line and the Path simultaneously. He asked if it was possible to move the station locations so they would be more staggered. He also asked if this project provided an opportunity to deal with existing commuter rail vibrations. Ms. Fichter said one of the policy priorities of the project is to minimize land acquisitions, which is why the stations are placed where they are. She added that project mitigation for noise and vibration will likely improve the existing conditions to homes in the area.

Paul Morgan asked how far in advance does the MBTA have to order the new Green Line cars. Ms. Fichter said the MBTA has already begun the design process for acquiring new vehicles. She said that EOT continues to watch this carefully as it is one of the longest lead items for the project.

Alan Greene said he was happy with the Green Line Extension Project as a whole, but had a few comments: 1) he asked that new stops not be a detriment to pedestrians, noting that the relocated Lechmere Station design causes for East Cambridge residents to have to cross 5-7 lanes of traffic; 2) at a June 2008 meeting, Pat's Tow Lot was considered as a proposed station, but it was never advanced; 3) all meetings on the project have been held in Somerville and Medford, with Cambridge uninformed; and 4) the project's relationship with the Department of Conservation and Recreation (DCR). Ms. Fichter said that EOT is aware of the pedestrian crossing issue at the relocated Lechmere Station. She said the current design is being carried as a placeholder, but the design will be reconsidered in the Preliminary Engineering phase of the project. She said that additional station sites (like the suggestion of Pat's Tow Lot) are not warranted at this point, but EOT would work with the City to see if it is a potential future site. Ms. Fichter said that EOT will be working with the City of Cambridge to schedule a community meeting. She added that East Cambridge residents received postal notices of these meetings. She said that EOT has been working with DCR about issues around McGrath Highway, but DCR has no plans for a redesign at this time.

Mike Katz said he favored the project as a whole, but that other locations like NorthPoint seem like that could be sites of a maintenance facility. He asked if both of the lines needed to be running by 2014. Ms. Fichter confirmed that both lines were part of the legal commitment.

Alan Moore said that he is happy EOT is funding the Community Path design. He asked that the Project Team keep the other issues, like land use planning and economic development, open to change not just for the simplest design or the least expensive engineering.

Rob Kassel, Brickbottom resident and trustee, said that the project overall shows great engineering, but the Project Team needs to search for the best possible solution to a problem. He added that the problem is not just operational and argued EOT needs to expand its view of what's best. He suggested EOT get the community more involved in the engineering and siting of the facility.

David Shamoian, Brickbottom resident, said the facility will be 50 feet from the residents and asked how EOT considers this okay. He asked if EOT is considering other alternatives at this point. Ms. Fichter said that the maintenance facility will be recommended in the environmental document. That document will be open for public comment.

Alderman Bruce Desmond, City of Somerville, said the City has proposed alternatives to the maintenance facility siting, but have been turned away by EOT. He added that NorthPoint has four acres of land, owned by the City of Somerville, that remain unpermitted. He said that EOT needs to continue to look at other sites.

Mickey Polumbaum, Brickbottom resident, said the proposed siting of the maintenance facility is unacceptable. He said to look at other sites because the proposed mitigation will not work.

George McCray, North Cambridge Executive Office of Elder Affairs, said that many years ago, an eight-lane highway was proposed out at Alewife. Steve Kaiser and other neighborhood

residents were helpful in reducing the eight lanes to four. He suggested using the skills of the community to work together to find a solution to this issue.

Margaret San Filippo, Union Square resident, said she is concerned about the idea of a maintenance facility without knowing how it will be used. She asked if the space could be streamlined more efficiently or put underground, giving the City of Somerville air rights. Ms. Fichter said the report about the facility is available on the project website, plus the facility program. She added that the air rights potential is real and has been discussed with the City.

Steve Kaiser, Cambridge resident, said that Lechmere station is a big problem for this project, and that is the fault of the City of Cambridge, not EOT or the MBTA. He said the proposed redesign is terrible, and there is no need for elevated transit. He added that the City of Somerville is blessed with an elected mayor, while Cambridge has a City Manager with no initiative. He said NorthPoint is a mess and suggested EOT locate the maintenance facility in NorthPoint to force Cambridge to develop an alternative.

Ellin Reisner, Project Advisory Group, suggested EOT help the community do some land use planning. She said that this could be an opportunity for EOT and the Executive Office of Housing & Economic Development to work quickly on a masterplan, using talented community residents as resources. She added that she wanted to see the Green Line Extension open in 2014, but also wants it done right with no mistakes. She suggested developing a realistic schedule to get this accomplished.

Kevin Andrew asked why potential connections between the Extension and commuter rail have been discarded. Ms. Fichter said potential connections were studied at a variety of locations, but adding stops for commuter rail trains produced some air quality concerns. EOT was also concerned about losing commuter rail riders because the trips took more time. There were also engineering constraints due to freight train operations on commuter rail lines, as well as significant land takings.

Wig Zamore said this project was worthwhile if done well, naming significant benefits. He said that there did need to be more multimodal planning as part of the study, however. He also suggested stopping the Fitchburg Line at Porter Square and have passengers transfer to an extended Green Line, instead of at North Station. He added that the design should not be locked in until economic development and land use planning are completed because it would be very expensive to fix later. He also suggested using the increased gas tax to fund the project and putting it in the Regional Transportation Plan (RTP). He argued that a funding mechanism is needed for the transportation system.

Ms. Fichter thanked everyone for coming and adjourned the meeting.

**Attendance**

Jonathan Adams	John Charlwood
Eduardo Agliata	Kristi Chase
Grace Agliata	Noah Chesnin, CLF
Mike Albiani	Sheila Chisholm
Kosta Alexis	Matt Cibrowski
Ruth Allen	Chris Colter
Eric Allison	Alderman John Connolly, City of Somerville
Yolanda America	Scott Cooledge
Norman Ammirault	Arthur Correia
Kyann Anderson	Peter Coyle
Kevin Andrew	Abigail Coyle
Cassie Arroud	M.A. Cramer
John Austin	Laura Crimaldi
Garrett Avery	Christine Dall
Olga Bajeneva	Guy Darst
Ade Baptista	Cornelia Davis
Patrick Barber	Jessica Davis
Loren Barcus	Raquel DeSilva
Ruth Beecher	Alderman Bruce Desmond, City of Somerville
Eileen Behrens	Carrick Detweiler
Tom Bent	Jeremy DiTullio
Fred Berman	Erin Doolale
Nancy Bernhard	M. DuBois
Chad Bigelow	Robin Duckworth
Dyan Blewett	Jeff Duffield
Jeremy Bloom	Martha Duffield
Amy Bloom	Richard Duffy
Q. Bolognese	Jessica Dument
John Bolognese	Tom Eagan
Esther Boody-Alter	Terri Eaton
Juliet Borja	Gregg Eaton
Luke Bornheimer	Marna Eckels
Eric Brass	John R. Elliot
Michael Braun	Phil Ercolini
Marea Breeman	Liz Exton
Tim Brochu	Martin Eyllon
Lisa Brodzik	Julia Faindough
Kelley Brooks	Scott Farrell
Steve Brown	James Felice
Ramon Bueno	Benjamin Fenton
Andres Bueno	Larry Field
Eric Burch	D.J. Filimon
Sharon Bute	Norman Fine
Jim Campano	Charles S. Fineman
Jim Cann	Irving Fischman
Ann Caples	Bob Fitzpatrick
Teresa Cardoso	Scott Flanagan
Paul Carroll	Jill C. Ford
Linda Carroll	Kelly Ford
Linda Carrubba	Beth Forrest
Kay Case	Evan Freeman
Eva Casey	F. Frein
K. Chang	Ellen Friedman

Martha Fuller  
Jeff Fullerton  
Geroge Gabin  
Catherine Gamin  
Karen Gardner  
Tom Gardon  
Reebee Garofalo  
Mark Genna  
Ted Gerber  
Walter Gilbert  
Celia Gilbert  
Willima Gilligan  
David Marc Goldstein  
Jen Goree  
Riaa Gould  
Kyle Grady  
Alan Greene  
Daniel Greening  
Gretchen Griffin  
Steve Frindl  
Joe Guelpa\*  
Christine Guerrero  
Audi Guha  
Jakob Haldorsen  
Dori Hale  
Joanna Hale  
David Hale  
Kimberly Han  
Jim Harvey  
Theodorr Hatzis  
Judy Heaton  
Rachel Heller  
Dustin Hermon  
Alderman Maryann M. Heuston, City of  
Somerville  
Michelle Hewitt  
Rachel Hitch  
Karen Holteman  
John Holtgren  
Becky Hunt  
Victoria Ippolito  
Jacy Ippolito  
Ikay Iwobi  
John Jacobs  
Ann Janik  
Senator Patricia Jehlen, State House  
Will Jeffers  
Troy B. Jones  
David Jordan\*  
Anne Judge  
Jason Kahn  
Steve Kaiser  
April Kalix-Cattell  
Andrew Kasparian  
Robert Kassel  
Michael Katz

Sarah Kaufman  
Kathy L. Kelley  
Christopher Kelliher  
Richard Kelliher  
Robyn Keske  
John Kiley  
Jonathan Kilpatrick  
Ulandt Kim  
Melitla King  
Paul Kitchin  
Courtney Koslow  
Sasha Krushnic  
Enid Kumin  
TerryLainoff  
Manik Lama  
Betsy O'Neil Larkin  
J. Larrabee  
Cindy Larson  
Jurvice LaSalle  
Jennifer Laurence  
Jerry Lauretano  
Joe Lawlor  
David A. Lentini  
Allison Leonard  
Candice Leonard  
Eugene Leonard  
Bob Lewis  
John Long  
Joe Longo  
Alice Loo  
Eduardo Lucas  
Joe Lynch  
Isaac Machado  
Steve Mackey, Somerville Chamber of  
Commerce\*  
Elizabeth Mahaffy  
William Mart  
Adrienne Mathiowetz  
Carmen Matos  
Nicole May  
George McCray  
Jim McGinnis\*  
Annette McGlin  
Christina McNeil  
David McNeil  
Jason Miller  
Brenda Miller  
Charly Mills  
Jonathan Mitchell  
Ilan Mochari  
Karen Molloy  
Will Monnin-Browder  
Alan Moore  
John D. Moore  
Frank Moore  
Paul Morgan

Michael Moros  
Eric Moskowitz  
Branodn Moulty  
Daniel Mousale  
Steven Mulder  
Craig Mullenmeister  
K.T. Munn  
Colin Murtaugh  
Michelle Nangle  
Dorothy Nash-Webber  
Dan Nelson  
James Newell  
Ro Newman  
Sanjay Newton  
Amanda Nicholson  
Mark Niedergoing  
Diane Novetsky  
Brian Olson  
Mary Anne Oullette  
Cynthia Pellegrini  
Sofia Perez  
Marc Perras  
Evelyn Persott  
Lara Petrak  
Kristi Pierce  
M.A. Polumbaum  
Polly Pook  
Lauren Pouchak  
Ron Pounall  
Michael Prange  
Representative Denise Provost, State House  
Jeff Quatenan  
Judy Rabinowitz  
Judith Randolph  
Lisa Raposo  
Mary Regan  
Patricia Reilly  
Ellin Reisner, STEP\*  
Patricia Repast  
Phil Rhinhart  
Parke Rhoads  
Vic Rhoads  
Karen Roberto  
Stewart Roberts  
Jeff Roberts  
Alderman Bill Roche, City of Somerville  
Marjo Roholl  
Marcela Rosas  
Sara Rosenfield  
Dan Ryan  
Nicholas P.Salerno  
Kelle Sargent  
Scott Sargent  
Sandy Schafe  
Alyson Schultz  
David Shamoian

James Shea  
Bill Shelton  
Andrew Shapain  
Julia Shepley  
Naomi Slagowski  
Adelaide Smith  
Betsey Solensky  
Frank Solensky  
Smitri Spilakos  
Blake Stacey  
Rachel Stark  
Arthur Star-Lew  
Janet Steins  
Mark Sternman  
Martha Stone  
Pamela Su  
Jason Suderman  
Melissa Suderman  
Todd Swango  
Terasa Swango  
Alderman Thomas Taylor, City of Somerville  
Fatima Taylor  
Lynne Thompson  
Randal Thurston  
Joe Tierney  
Chris Timmel  
David Tonnessen  
Representative Timothy Toomey, Jr., State House  
Thomas Traugott  
David Tremblay  
Thailia Tringo  
Stavros Tsourianis  
William Uricchio  
Tara Vennti  
Jeff Venuti  
Maggie Villiger  
Kim Walker  
Shiela Walsh  
Tom Walsh  
Matt Walter  
Joe Weber  
Debra Weisberg  
Jennifer Weiss  
Al Weizer  
Alderman William White, City of Somerville  
Mary White  
Jenny White  
Carl White  
Lawrence Willwenth  
Brandon Wilson  
David Wiseman  
Robert Wolfreys  
Andrea Yakovakis  
Michelle Yannetti  
Roy Youman

Ellen Young  
Wig Zamore  
Alden Zecha  
Paul Zinn

\*denotes member of Project Advisory Group