

GREEN LINE EXTENSION HEARING

Somerville High School Auditorium  
81 Highland Avenue  
Somerville, MA 02143

Thursday, Oct 20, 2011, 6:30 pm

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APPEARANCES:  
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Kate Fichter, Massachusetts Department of Transportation

Mary Ainsley, MBTA

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**P R O C E E D I N G S**

MS. KATE FICHTER: We're going to get started in about two minutes, so I would invite everyone to come in and take their seats.

*(Pause)*

Folks, the mayor is going to welcome us in just about one minute, so if everybody could come in and find a seat. I know some folks are still filtering in, but if we could get going, that would be terrific.

*(Pause)*

All right, we are very fortunate this evening. The mayor is going to welcome us with a few words as we kick off our public hearing this evening. So I'd like to ask him to come up to the microphone, and ask everybody, please, to give him their attention. Thank you.

*[Applause]*

MAYOR: Thank you, Kate. We welcome you to Somerville.

MS. KATE FICHTER: Thank you.

MAYOR: And I first -- I want to thank all our [inaudible] partners in the community here in Somerville and [inaudible] who have fought long and hard for decades to get us to where we are now, and who are going to continue to fight with us to make sure you get that shovel on the ground, as you are responsible to do. And we want

1 to recognize publicly the importance of the EA process. It  
2 is a critical step in order to get a notice to proceed to  
3 move forward. But also recognize that you'll be hearing a  
4 lot of testimony about mitigation measures, measures to  
5 improve environmental quality, conductivity, and economic  
6 development.

7 You're going to hear a lot of passion [inaudible]  
8 nothing new to all of you who have come to Somerville and  
9 to this area. This is a project that we will continue to  
10 fight for to make sure it happens, and it will happen. Do  
11 not take offense, but take it seriously. It is crucial for  
12 our community, it is crucial for the corridor. We believe  
13 it is crucial for the Commonwealth. With that, we welcome  
14 you here. The official statement on behalf of the city of  
15 Somerville and measures recommended will be presented later  
16 on by Hayes Morrison, the director of infrastructure and  
17 transportation. I again welcome you to Somerville, and I  
18 again want to thank you all for coming this evening. Thank  
19 you very much.

20 *[Applause]*

21 MS. KATE FICHTER: Thank you so much, Mr. Mayor,  
22 and thank you everybody for coming. Welcome. Welcome so  
23 much. It's always a pleasure to be back here. My name is  
24 Kate Fichter, for those of you who don't know me. I'm the  
25 manager of long range planning at the Massachusetts

1 Department of Transportation, and I worked on the planning  
2 and environmental review portion of the Green Line  
3 Extension project.

4 This hearing tonight is a major, major milestone,  
5 as the mayor said, in the development of the project. This  
6 the hearing where we will take public comment on the  
7 environmental assessment, which is the federal level  
8 environmental review document for the Green Line Extension  
9 project. Many of you participated in the state level  
10 environmental review process, which included several major  
11 meetings in this very room, as well as others. So this is  
12 a similar kind of process, but different in some ways,  
13 which we'll explain as we go.

14 So what I'm going to do, I'm going to do a very  
15 quick overview presentation, just of what the environmental  
16 assessment is, why we're here, how you can participate in  
17 the process. My colleague, Mary Ainsley, will then go  
18 through a presentation on where the Green Line Extension  
19 project is right now and our thinking about the mechanics  
20 of the construction, and then we will open it up for public  
21 comment. And Nancy Farrell, who many of you recognize,  
22 will help us as she usually does, with facilitating the  
23 comments as we go.

24 One other point I wanted to make, we're doing  
25 something a little bit different this evening. We're going

1 to be maintaining the stations out in the hallways. There  
2 are a lot of topic areas, a lot of staff out there, a lot  
3 of knowledge and experience. That will be going all  
4 evening, throughout the comments in here. So please feel  
5 free to filter out and in. That'll be the best place to  
6 get question answered and to have a more sustained dialogue  
7 with one of the staff members. So I really encourage  
8 people to take advantage of that.

9 So just quickly, why are we all here tonight on  
10 such a beautiful night? We are here because MassDOT and  
11 the MBTA are seeking federal funding to support the costs  
12 of designing and constructing the Green Line Extension  
13 project. We are seeking funding through the federal [New  
14 Starts] program, which is a program managed by the Federal  
15 Transit Administration. It's a national program. It's  
16 competitive, and in order to be eligible we need to follow  
17 the steps of the National Environmental Policy Act -- did I  
18 get that -- process, the NEPA process, and part of that is  
19 the environmental assessment, which is the vehicle -- the  
20 document by which we assess the environmental impacts of  
21 this project.

22 Very quickly, what is NEPA, as we call it  
23 affectionately? It's a very important federal law that  
24 dictates how -- again, how environmental assessment is done  
25 for major projects. It looks to find ways that people and

1 infrastructure can live together successfully. Very  
2 important. It's really based on a lot of information.  
3 That's it's sort of core element. It's rigorous, and it's  
4 really looking at what are the existing conditions, and  
5 what are the desired conditions for the future, how do you  
6 make the leap from one to the other, and how do you do it  
7 with the least impact possible. And where there is impact  
8 that can't be avoided, how do you mitigate it?

9 Another important component of the EA process, as  
10 it is also at the state level, is public process, public  
11 involvement, and that includes both the general public and  
12 other government agencies, and that is part of why we are  
13 here this evening. So a lot of people here may have  
14 already received the environmental assessment in the mail.  
15 You may have also seen it on our website. Essentially what  
16 it is, is it goes through what is the magnitude of the  
17 proposed project, in this case the Green Line Extension to  
18 College Avenue in Medford and to Union Square in  
19 Somerville. It reviews all of the technical studies and  
20 field reports that underlie the actual analysis in the EA.  
21 And then again, it presents a portfolio of mitigation to  
22 try to deal with those impacts that can't be avoided. And  
23 again, we're looking for public input to make sure that we  
24 really hear from the public as we're going through the  
25 process of evaluating the impacts and the proposed

1 mitigation.

2           What kind of stuff can you see in the Green Line  
3 Extension EA itself? You can see a lot of information  
4 about what the project is, and much of this will look  
5 familiar to you from the state level process, although  
6 there is greater detail on some topics, and it goes into  
7 some areas that you would not have seen at the state level.  
8 Particularly, we did a very rigorous analysis of the  
9 impacts on historic properties and resources, and also  
10 parklands, which is something that is a much high bar at  
11 the federal level than at the state level. So you'll see a  
12 lot more information on that.

13           And the kinds of areas that we look at impacts --  
14 again, some of this will look familiar, but land  
15 acquisition, noise and vibration. I mentioned the historic  
16 resources. We also look at air quality, at storm water, at  
17 potential effects on land use, socioeconomic impacts. We  
18 look again, particularly, at environmental justice  
19 communities. And we really pay a lot of attention to what  
20 kind of impacts you could expect during the construction  
21 period. That's something that's very important to us. We  
22 know it's important to you. And we'll be looking  
23 particularly for feedback on that. And as I mentioned,  
24 there's a lot more information available actually out in  
25 the hallways. So again, I really encourage people to use

1 that resource while you're here tonight.

2 Why should I comment? I assume if you're here  
3 tonight, you're interested in commenting, but please --  
4 please do. Please encourage your friends and neighbors to  
5 do so. It's really very important that we get the public  
6 reaction to what work we've done. We've been working on  
7 this for a long time internally, but we want to hear from  
8 you. We want to make sure that you've gotten the -- or  
9 that we've gotten our assessment of the impacts right. And  
10 even more importantly, the federal transit administration  
11 wants to make sure we've gotten it right. They're going to  
12 be reviewing this document. They're the ones that make the  
13 final decisions about whether we've analyzed the impacts  
14 correctly and presented appropriate mitigation, so they  
15 need to hear from you as part of their own analysis.

16 So how do you do it? First and foremost, you can  
17 speak tonight. We have two microphones setting up -- set  
18 up here. Nancy will be managing the process of public  
19 comments. We ask everybody to stick to a three minute  
20 limit, just to make sure that everybody can speak, and that  
21 we can all get home at a reasonable hour. If you're  
22 someone like me, who's kind of shy, or you don't want to  
23 speak here tonight in this room, we have a stenographer out  
24 in the hallway who you can also give your comment to in a  
25 more, kind of, one on one setting. And there, we've

1 provided a ten minute limit, because we expect there to be  
2 a little less demand out there, and you can take a little  
3 more time.

4           If you have a written statement with you here  
5 tonight -- sometimes people come with something written --  
6 you can give it to any staff member, anybody who's wearing  
7 a nametag that looks kind of like this, or you can go to  
8 the desk where you signed it and just give the letter, and  
9 make sure they know your name, and know who it's from, and  
10 we'll make sure it goes into our file. You can also mail  
11 in a written statement by old fashioned mail, and it will  
12 come to me. The address is on the fact sheets that we  
13 handed out at the front table. It's also on our website.  
14 That's totally fine. You can also email one. And again,  
15 the address is on the fact sheet and on the website. The  
16 important point to make here is no matter how you get it to  
17 us, all of the comments are weighted the same. We will  
18 provide them to the Federal Transit Administration. We're  
19 merely collecting and documenting them, so don't feel like  
20 one is better than the other. Just so long as it gets to  
21 us by the deadline, it will all be recorded and all made  
22 part of the record for the process.

23           Again, that's me, that's my address. One thing I  
24 did want to let people know, I'm actually out of the office  
25 next week, so if you send something in next week, you will

1 get an out of office reply from me. But don't worry, it  
2 will get to me. So please feel free to email next week.  
3 Again, you have several weeks after that, but if you're an  
4 early bird that is a good way to do it. So I think that is  
5 it for me. Yeah, so I will ask Mary to come on up, and she  
6 has her own clicker, and she will talk a bit about where --  
7 what the status is of the project right now.

8 MS. MARY AINSLEY: Good evening. I'm Mary  
9 Ainsley. I work for the MBTA. I'm a senior director of  
10 design and construction. I'm overseeing the project, the  
11 Green Line Extension, for the MBTA.

12 What I'm going to do is a give you a brief  
13 overview of the Green Line Extension project, where we are  
14 and how we look at the project as trying to design and  
15 construct. So here's an overview of our project. We --  
16 alignment with stations. This is a large, complex project,  
17 involving two distinct areas of work, the commuter rail  
18 relocation and the Green Line Extension design. This side  
19 shows you the existing conditions of what is there today on  
20 the right of way. Here we have our commuter rail, and in  
21 the future what we have to do is build the retaining walls,  
22 move the commuter rail over, build retaining walls, and  
23 then build the Green Line Extension.

24 The -- this is an overview of the project  
25 component, two distinct projects, moving and rebuilding

1 four miles of double track commuter rail line and building  
2 four miles of Green Line double track and infrastructure.  
3 The project is being designed to see if we can eliminate as  
4 many as three of the bridge that we identify as one of ten  
5 bridges that -- we may be able to eliminate three --  
6 touching three of the bridges that are out there.

7 Here's our baseline schedule. We have been and  
8 will continue to be in design until 2012, with real estate  
9 takings occurring after the FONSI is received through 2014.  
10 Here's the real estate. The FONSI we expect sometime  
11 beginning of next year. This schedule has been -- this is  
12 our baseline schedule that we use for the [SIP] commitment.  
13 This is a design build schedule. We are in the process --  
14 the schedule also shows the FTA approval of final design to  
15 start in January 2013, and hopefully to obtain a new -- a  
16 full funding grant agreement in January of 2014.

17 This represents the construction durations with  
18 simultaneous activities occurring. Our schedule has a  
19 fifty-five month duration for construction. A [risk]  
20 schedule was prepared to identify to scenarios,  
21 construction completing in June of 2018, assuming all  
22 activities go according to plan, and a [risk] adjustment  
23 schedule showing a July 2019, which has been identified in  
24 the EA.

25 This area, here, is to relocate the commuter

1 rail. While we're relocating commuter rails, we're  
2 building viaducts -- we're building viaducts and bridge,  
3 which will then allow us to build the Green Line Extension.  
4 During this time, we're building the maintenance facility.  
5 We're putting in communication systems, utilities, and then  
6 we have a start up. And hopefully, we're -- our aim is to  
7 have it completed by 2018, but a [risk] based schedule  
8 shows us that we would be complete in 2019.

9 There are approximately -- there are a total of  
10 thirty-nine property takings, full takes and partial takes.  
11 The slide identifies five bridges to be reconstructed in  
12 phase one -- under our phase one bridge construction.  
13 These bridges have to be reconstructed so we can build the  
14 retaining wall on the west side, which will -- or the north  
15 side, which will allow us to move the commuter rail over,  
16 which then will allow us to build the Green Line.

17 Here is a typical section of the corridor. As  
18 you can see, there isn't enough room in this area to  
19 accommodate four tracks system, therefore requiring many  
20 bridges to be reconstructed. There are forty utility  
21 companies in the corridor requiring relocation and  
22 coordination. At Gilman Square here's an example, Medford  
23 Street Bridge, where a temporary utility bridge is required  
24 for utility companies to come and relocate until the new  
25 bridge is constructed, and they can relocate their

1 permanent -- to their permanent location.

2 Here's an opportunity that we are thinking of to  
3 use for a construction technique to implement, like, the  
4 bridge construction, that -- the Fast 14 they completed  
5 this year, along 93. The difference here, though, is that  
6 we have to build abutments for these bridges, where the  
7 Fast 14 only required the deck replacement.

8 Here's an example of some utilities in the  
9 corridor. Here, along this bridge, is all utilities. This  
10 is a [in star] trans -- I'm sorry, traction power station  
11 that we actually have to kind of clip. And there's two  
12 fences. We're going to be clipping into the second fence.

13 In order to move the commuter rail to the north  
14 side, approximately 5,000 linear feet of retaining and  
15 noise walls will need to be constructed. The retaining  
16 walls range from three feet to thirty-five feet. Once the  
17 retaining walls are in place, drainage, utility, and track  
18 relocation will complete, allowing for the relocation of  
19 the commuter rail. This drainage right here can be up to  
20 twenty-seven feet deep, so we're going to have to move the  
21 drainage over -- thank you -- and the trains get moved over  
22 -- the tracks. I wish it was that easy, but it really  
23 isn't.

24 In some places, to tell you the truth, we have to  
25 move the commuter rail a couple times in order for us to

1 build the retaining walls, to put in the utilities. Some  
2 utilities are below the retaining walls, so we'll have to  
3 move the track -- commuter over -- commuter rail over,  
4 excavate, install the drainage, and then install the  
5 retaining walls, and then move back the tracks. So --  
6 let's see. This slide shows the phase two bridges, which  
7 are required to clear the right of way to accommodate the  
8 Green Line tracks to be constructed.

9           Once the commuter rail is in its permanent  
10 location, approximately 12,000 linear feet of retaining  
11 wall or noise walls are constructed on the southwest side  
12 of the corridor, from -- and they range from three feet to  
13 thirty-five feet. And [inaudible] chose in the mustard  
14 color is our retaining walls and noise walls. What we're  
15 trying to do is to incorporate retaining walls with our  
16 noise walls, so it's just one structure instead of a  
17 retaining wall, and then maybe fifteen feet over would be  
18 the noise wall. We thought it would probably be better for  
19 the community that the retaining and noise walls could be  
20 constructed as one structure.

21           Now, after the retaining walls are installed, the  
22 Green Line is -- the corridor is cleared for the project to  
23 construct the Green Line tracks. For the majority of the  
24 corridor, the project requires relocation of the commuter  
25 rail with the -- oh, I'm sorry. In this area, here, what I

1 was just talking about with the retaining walls, and on  
2 each side is the corridor beyond Washington Street Station.  
3 In this corridor, we basically own the land, a lot of --  
4 most of the land. So this shows you that -- the complexity  
5 of constructing the track in this location.

6 This, down here, is coming from Lechmere, and  
7 this is the track going north to College Ave. Bridge -- or  
8 College Ave. Station, and this is Union Square Station.  
9 This is the area of our maintenance facility. So all this  
10 is all new track in this area. Finally, the corridor and  
11 the infrastructure is being complete, the catenary systems,  
12 and signals, and communication, power, all has to be  
13 installed.

14 There are seven stations, like you all know,  
15 along the corridor. Here's an example of our station site  
16 at Gilman that we are -- our team is currently working on.  
17 As part of the project, we are constructing a maintenance  
18 facility that will accommodate up to seventy-six vehicles,  
19 which is required to operate the Green Line. The  
20 maintenance facility consists of a maintenance facility  
21 building, which is up here, storage for seventy-six  
22 vehicles, a transportation building, a maintenance away  
23 building, which is connected to the maintenance facility,  
24 and employee parking. This is the location of our  
25 maintenance facility, right in this area.

1           At last, we are ready for start up, and we are  
2 ready to begin revenue service in mid-June of 2018. We  
3 appreciate you coming out tonight, and look forward to  
4 working with you on this project. Thank you.

5           *[Applause]*

6           MS. KATE FICHTER: Okay. So as I mentioned,  
7 we're going to break into -- ooh. We're going to break  
8 into the comment period in a second. Nancy will walk us  
9 through the mechanics of how it's going to work. I'm  
10 actually going to be out in the hallway for the remainder  
11 of the evening, so please feel free to come out and chat if  
12 you would like to. Nancy and Mary will be here on the  
13 stage to hear public comment.

14           I also kind of wanted to say a personal thank  
15 you, as this is the beginning of the end of the  
16 environmental review process for the Green Line. This is  
17 the beginning of the end, or the end of the end, of my  
18 public role in the project, and I just wanted to let  
19 everybody know that I feel very fortunate to have been part  
20 of such an extraordinary project and an extraordinary  
21 community, and I'm grateful for your patience as I've  
22 learned on the job over the last couple of years. So thank  
23 you. Enjoy the evening. We look forward to hearing your  
24 comments, and please do come out and chat in the hallway.

25           *[Applause]*

1 MS. NANCY FARRELL: Thank you, Kate. And I want  
2 to welcome everyone as well this evening. In order to  
3 speak in the auditorium tonight, you have to sign up at the  
4 registration desk. Reagan is out there with an orange  
5 clipboard -- or actually, she's in the back of the room  
6 right now. So if you do want to speak and you haven't  
7 signed up yet, please sign up with Reagan. Do you want to  
8 wave that again, Reagan? There she is in the back of the  
9 room.

10 In addition, there is a stenographer out in the  
11 hallway. The stenographer will be here as long as the  
12 hearing is going on. So if the three minute limit is too  
13 frustrating, if you'd like to speak a little longer, we  
14 welcome you both to speak in the room, or if you'd like to  
15 go out and speak with the stenographer. If you go out of  
16 the back of the auditorium and take a left, you will see  
17 the stenographer out there.

18 The format of the hearing is that you talk and we  
19 listen. And so we will ask you to stick to the three  
20 minute limit. I will be timing everyone. And when you  
21 come to the end, I'll indicate that you're at the end of  
22 your three minutes. And again, we welcome you to make  
23 longer remarks with the stenographer.

24 When you came in this evening, you should have  
25 received a packet, which has a white comment sheet and a

1 green comment sheet. You're welcome to fill those out this  
2 evening and leave them with us, or you can mail them, or  
3 scan and email them, whatever you'd like to do, and get  
4 them back to Kate Fichter, as she mentioned earlier in the  
5 presentation.

6 The fact sheet was available from -- in most  
7 packets in English. We also have the fact sheet available  
8 in Spanish, Portuguese, and Haitian Creole, and all of  
9 those will be on the website, if they're not already, by  
10 tomorrow. And the presentations that you saw this evening  
11 will be on the website tomorrow as well.

12 So with no further ado, and thankful that the Red  
13 Sox did not get in the World Series, because you wouldn't  
14 be here tonight, we're --

15 [Inaudible]

16 MS. KATE FICHTER: Yeah. Yes, you would. We  
17 have loyal Green Line fans. I am going to recognize  
18 elected officials first. I will ask the elected officials  
19 to abide by the three minute rule, and welcome them also to  
20 go out in the hall and speak with the stenographer. And I  
21 think that I saw Representative Denise Provost wander in  
22 quite earlier on. Representative?

23 REPRESENTATIVE DENISE PROVOST: Thanks very much.

24 MS. NANCY FARRELL: Oh, is that on, Kevin?

25 KEVIN: It's on. It's on.

1 MS. NANCY FARRELL: Okay.

2 REPRESENTATIVE DENISE PROVOST: Thank you for  
3 being here [inaudible] --

4 [Inaudible -- multiple voices]

5 MS. NANCY FARRELL: Nope.

6 MS. MARY AINSLEY: We can't hear her.

7 [Inaudible -- multiple voices]

8 MS. NANCY FARRELL: No. Sorry for this technical  
9 difficulty.

10 [Inaudible -- multiple voices]

11 MS. NANCY FARRELL: Okay. Okay.

12 [Inaudible -- multiple voices]

13 MS. DENISE PROVOST: Good evening. I'm Denise  
14 Provost, a representative for a big chunk of Somerville  
15 that includes where we are now. And you are, of course,  
16 welcome here. We are reasonable people, and we like to  
17 participate in public process. But based on comments I've  
18 heard from constituents, I think it's fortunate that the  
19 folks outside had shovels and not pitchforks.

20 I can understand some of this frustration. As I  
21 watched the slideshow, I could remember that back in 2006,  
22 when the Green Line Extension was a priority state  
23 commitment -- [Doug Flay], when he was the head of  
24 Commonwealth development, was explaining that, yes, bridges  
25 would have to be rebuilt because they were not wide enough

1 to get all the -- accommodate all the tracks. So why this  
2 is -- once again seems to be news is puzzling, even for  
3 those of us who are closer to the inside track than most.

4 But I don't really want to talk about the past.  
5 I want to talk about the future, and why it is essential to  
6 this community and our neighboring communities that the  
7 state truly focus and devote its resources to completing  
8 this project, including Union Square, and going all the way  
9 to Route 16, and integrating the community path as quickly  
10 as possible, and looking at all of the way that can be  
11 done. I don't want to take time away from people who have  
12 come here to talk about specific mitigations. There are  
13 many thoughtful people in the community who will provide  
14 very sensible suggestions. And I would ask that you listen  
15 to these, and that you take back the message that this is  
16 an urgent project, which is long overdue. Thank you.

17 *[Applause]*

18 MS. NANCY FARRELL: Thank you, Representative.  
19 Next we have Bruce Desmond, an alderman from Somerville.  
20 And after that, we'll have Hayes Morrison, also from  
21 Somerville.

22 MR. BRUCE DESMOND: Good evening, and thank you  
23 very much for coming here tonight. I -- it's an election  
24 year. We're out knocking doors, and this seems to be the  
25 number one issue in this community. There's no doubt about

1 that, and everyone's asking about the Green Line -- the  
2 Green Line Extension. And as I try to explain to them that  
3 this is not a gift or a convenience that the state is  
4 giving -- this is something that we have been waiting for  
5 for quite awhile, waiting for because we've put up with  
6 highways going through our community, trains going through  
7 our community, and the exhaust from both of those polluting  
8 this great city that we live in.

9 I'm not an old man, but I'm getting on in my  
10 years, so I'm not that concerned about me, personally. But  
11 I am concerned about my children, and I'm concerned about  
12 my children's children. Their health is number one, as it  
13 is with everyone, all their children. Their -- children  
14 are the number one priority in this community, and their  
15 health is number one. And that's what this is about, and  
16 we've waited quite awhile for it, and it's not an issue  
17 that's going to go away. This is a very stubborn  
18 community, and we will be here working and speaking our  
19 mind until it does happen. So thank you very much for  
20 coming tonight, though.

21 MS. NANCY FARRELL: Thank you, Alderman. Hayes  
22 Morrison, representing the city of Somerville, and then  
23 we'll have Susanne Rasmussen, and then Senator Jehlen.

24 MS. HAYES MORRISON: Hi. I'm Hayes Morrison, the  
25 director of transportation and infrastructure for the city

1 of Somerville. [Inaudible] okay. Better?

2 MS. NANCY FARRELL: Yes.

3 MS. HAYES MORRISON: Okay. Thank you very much  
4 for coming out and presenting these environmental  
5 assessment, and thank all of you for coming out and  
6 actually taking all of this in. I understand that this is  
7 a federal document, and this is a process that we need to  
8 go through to move forward with the project, but there are  
9 some specific mitigation asks that are associated with this  
10 project. Again, it is a [SIP] commitment, and there are  
11 air quality benefits that are due to the residents of the  
12 Commonwealth and to Somerville.

13 And to this fact, Somerville would like the Inner  
14 Belt Access Bridge from Inner Belt Road into North Point  
15 built to accommodate the community path, vehicular traffic,  
16 and a bus line that will run from Kendall, along the Urban  
17 Ring Route into Sullivan Square and onto Assembly.  
18 Additionally, we would like the community path to be  
19 considered as part of the entirety of this project moving  
20 forward, and to be completed as part of the Green Line.  
21 Construction of a multi-modal station --

22 *[Applause]*

23 MS. HAYES MORRISON: Completion of a multi-modal  
24 station at Union Square to accommodate both heavy rail and  
25 commuter rail operations, as well as one at Gilman Square,

1 design and construction of the project all the way to Route  
2 16, construction of a commuter rail stop at Assembly  
3 Square, steps to realize and -- to realize the extension of  
4 the Green Line to Union Square and Porter, eventually, and  
5 to move, redesign, and raise the Lowell and New Hampshire  
6 railroad line that currently splits the Inner Belt. Thank  
7 you very much, again, for your time. We look forward to  
8 working with you.

9 MS. NANCY FARRELL: Thank you, Hayes, and I  
10 presume you're going to submit that in writing as well?

11 MS. HAYES MORRISON: Yes, ma'am.

12 MS. NANCY FARRELL: Great. Thank you very much.  
13 Susanne Rasmussen, from the city of Cambridge.

14 MS. SUSANNE RASMUSSEN: Good evening. It's nice  
15 to see you again. I can say that in my seventeen year  
16 career with the city of Cambridge, I've written every year  
17 letters asking for the extension of the Green Line, so I'm  
18 here to repeat that. The city of Cambridge strongly  
19 supports the extension of the Green Line all the way to  
20 Route 16. And of course, we are very pleased about  
21 facilities being improved in Cambridge, but really the  
22 whole line is what's important, so we are as concerned  
23 about transportation options and livability for residents  
24 of all three communities, and of course reducing the  
25 environmental impacts of transportation, in addition, the

1 economic opportunities that come with this project, of  
2 course, in North Point and Cambridge, Inner Belt, but other  
3 parts of Somerville and Medford as well.

4 We're frankly extremely alarmed when we heard of  
5 the extension of the timeline out to 2018. And at -- I  
6 don't see it tonight, but the original documents was -- as  
7 potentially as far out as 2020. And this delay is  
8 particularly disturbing, because the project -- it was an  
9 important mitigation project for the Big Dig, and by the  
10 time we reach this timeline, it will have been ten years  
11 after the completion of the Big Dig, with all the ensuing  
12 air quality impacts.

13 So we're asking that continued effort be made to  
14 look for time savings. We're not at the point where we're  
15 accepting that this is a fait accompli and it has to be  
16 this long. But short of keeping the schedule to 2014,  
17 2015, which is the most recent accepted schedule, if that  
18 can't be held, we need to see some mitigation projects that  
19 can be implemented in the short term, and deal with the  
20 fact that we're having to live with air quality impacts for  
21 a significant period of time beyond what was expected.

22 And I do have a list of preliminary projects.  
23 Given the timeline, I should probably give them to a  
24 stenographer, but you will receive from the city of  
25 Cambridge proposals for things that could be done in the

1 short term to alleviate impacts for all three communities.  
2 Thank you.

3 MS. NANCY FARRELL: Thanks, Susanne.

4 *[Applause]*

5 MS. NANCY FARRELL: Senator Jehlen, I think this  
6 mike is working now if you want to try it. Yes.

7 MS. PAT JEHLLEN: Thank you. Thanks to people  
8 from DOT for being here again. We hope you're not tired of  
9 hearing from us, because we're still here and we're not  
10 going away. And thanks --

11 *[Applause]*

12 MS. PAT JEHLLEN: -- let me say, mostly thanks to  
13 the people of Somerville, Medford, Cambridge, and other  
14 surrounding communities, because without this unprecedented  
15 level of community engagement we would not be here tonight,  
16 in my view, despite the legal commitment. So thank you.  
17 It's not over.

18 When the most recent delay was announced this  
19 summer, I thought there's been no delay in paying the  
20 contractors on the Big Dig. There's been no delay in  
21 paying the banks for the loans that we took out to do the  
22 Big Dig. The only people who are getting delayed in their  
23 payment are people who are waiting for the [SIP]  
24 commitments to fulfilled. And so we are here again, asking  
25 for that.

1           So after that, the elected officials from Cam --  
2           from Somerville and Medford met with the governor, and our  
3           asks were that you push forward the timeline and that you  
4           add extension to Route 16 and the community path. So we  
5           believe that you have made a sincere effort and are making  
6           a sincere effort to move the timeline in an aggressive way,  
7           and we know that DOT is good at -- we've had the  
8           demonstration on Fast 14, the -- you're good at doing  
9           innovative kinds of construction. So we are glad that that  
10          -- some of that will be applied in Somerville and Medford.

11          And -- but I finally want to say that we talked a  
12          lot about the technical problems, but we need to put on the  
13          table, also, that we need the federal money, and we need  
14          state money for this project to be successful. And until  
15          we talk about that, we are not going to see the final  
16          conclusion of the Green Line Extension to Route 16 with the  
17          community path. So this is the -- actually, you may think  
18          we've done the hard work. The hard work is going to pay --  
19          be to pay for this, and it's worth it. It's worth it  
20          because there is no more important public activity -- no  
21          more important public priority right now than making sure  
22          that Americans have jobs. And there is no more important  
23          way to create jobs than building transportation  
24          infrastructure and supporting public education. So thank  
25          you for your work. Thank you for your work.

1                   *[Applause]*

2                   MS. NANCY FARRELL: Thank you, Senator.

3                   *[Applause]*

4                   MS. NANCY FARRELL: Alderman Bill White, and then  
5 Alderman Jack Connelly.

6                   MR. BILL WHITE: I don't know how many times I've  
7 been before you folks, and each time I used to say thank  
8 you. But I'm not going to say thank you tonight. This is  
9 shameful what the Commonwealth of Massachusetts Department  
10 of Transportation has done to this city by its unwarranted  
11 delay. It is showing what happens to poorer communities  
12 when the Commonwealth decides that it doesn't want to pay  
13 an obligation that it's owed.

14                   Under the [SIP] commitment, that should have  
15 first been in operation by 2011, it then should have been  
16 in operation by 2014, and you folks are further delaying it  
17 without proper mitigation. And I know the city of  
18 Somerville's going to offer some mitigation, but what do  
19 you say to the mothers whose babies are going to be born  
20 with asthma? If you look at the statistics for asthma, for  
21 instance, in the city of Somerville, you will see it's  
22 increased substantially as a result of the auto traffic.

23                   How about the economic development that we've  
24 spend hundreds of thousands of dollars changing our zoning,  
25 based on the promises and commitment by the Commonwealth of

1 Massachusetts that this would have been up and running by  
2 the deadline? That's not been done. I see no mitigation  
3 that is sufficient enough to make do for your failures to  
4 the people of Somerville.

5 And I'm -- sometimes I'm at a loss for words, and  
6 one of them is this evening, and I'm going to think of what  
7 we can do at the board of aldermen for full resolution to  
8 hit home. But I look at this as a declaration of class  
9 warfare. I am sorry we're a poor community and that's what  
10 you're doing to us. There's a movement afoot to occupy  
11 Wall Street in Downtown Boston. Maybe we should occupy the  
12 Department of Transportation building.

13 *[Applause]*

14 MS. NANCY FARRELL: Thank you, Alderman.  
15 Alderman Connelly?

16 MR. JACK CONNELLY: Thank you, and good evening.  
17 The same spirit that Bill White espouses is what many of us  
18 had back in the mid 70s when the Red Line was a bypassed  
19 situation in Davis Square. Many people, some of who are  
20 even here in this room tonight, worked with many of us to  
21 make sure that Davis was going to be a site in the -- a  
22 spot on the Red Line. That station, as well as know, has  
23 thrived. Look at the economic development that's happened  
24 throughout Somerville.

25 The Green Line is pivotal for us to recreate that

1 same economic incentive. We're worked very hard here in  
2 the community to make not just Davis Square, but all of the  
3 city accessible for the same economic development  
4 opportunity that can occur. This delay is needless, and it  
5 will cost the city untold millions in lost opportunities.  
6 And as Senator Jehlen said, in the opportunity to have  
7 additional jobs and make Somerville an even more vibrant  
8 community [inaudible].

9 We're not going away. We're going to be heard  
10 from, just as we were back in the 70s. The T was built in  
11 '84 from -- and it was tunneled from Harvard Square to  
12 Porter, underneath Davis Square. We had obstacles then.  
13 We had many problems, but we resolved them. We're not  
14 going away. We're going to be here. Thank you.

15 MS. NANCY FARRELL: Thank you, sir.

16 [Applause]

17 MR. DENNIS SULLIVAN: Good evening. Alderman at  
18 Large Dennis Sullivan. And -- good evening, everyone. We  
19 were at a meeting tonight in ward one, and the delay, it  
20 causes people to believe that this is not going to happen.  
21 The number one question, especially in ward one, is the  
22 Green Line coming. And I'm telling you, we're here to  
23 fight for the Green Line.

24 As a former school committee person, I can tell  
25 you that our kids are suffering from asthma. If you look

1 at 93, it goes right through the heart of ward one. You  
2 look at the nunnery grounds, and it's separated by a fence  
3 that keeps falling down in the winter, tied by plastic  
4 ties. You go through Dedham, westward, great big walls up  
5 separating the highway from neighborhoods. And beyond the  
6 wall, there are trees. East Somerville has gotten the  
7 short end of the stick over and over. We're definitely  
8 environmentally impacted here. We need the Green Line  
9 without delay.

10 So please, send the message to your superiors  
11 back that we need the Green Line, and no further delay.  
12 Thank you very much.

13 MS. NANCY FARRELL: Thank you, Alderman.

14 *[Applause]*

15 MS. NANCY FARRELL: We're now going to move to  
16 the list of those who have signed up. And let me remind,  
17 again, that if you're running out of time, or if you want  
18 to make longer remarks, you can speak to the stenographer  
19 who's out in the hall. The first speak is Rafael Mares.

20 *[Applause]*

21 MS. NANCY FARRELL: And after Rafael, we have  
22 Steve Kaiser and Brian Sylvan.

23 MR. RAPHAEL MARES: Good evening. I'm Raphael  
24 Mares. I'm a staff attorney at the Conservation Law  
25 Foundation. I am going to try hard to keep my comments

1       brief. CLF has commented in support of this project many  
2       times. As a matter of fact, I think I stood right here two  
3       years ago, commenting on the environmental assessment. I  
4       guess we have a second environmental assessment, and here I  
5       am again. And I'm also going to be brief in order to stay  
6       within the three minutes.

7               The Green Line extension is a great project, and  
8       CLF would like to see the NEPA process completed as  
9       expeditiously as possible. There are, however, at least  
10      two remaining problems that should be addressed  
11      immediately, prior to completion of the NEPA process. One  
12      is -- and I have said this many times before -- the state  
13      implementation plan requires the Green Line to be extended  
14      to Medford Hillside, which means beyond College Ave., and  
15      Route 16 would fulfill that requirement. But College Ave.  
16      doesn't -- in the proposed action in the environmental  
17      assessment, again, only goes to College Ave. and does not --  
18      -- which doesn't lie within Medford Hillside. The proposed  
19      action is therefore inconsistent with national  
20      environmental policy, because the state implementation plan  
21      is under the Clean Air Act.

22              There are two alternatives in the environmental  
23      assessment that would fulfill the [inaudible] requirement.  
24      Those are alternatives two and four, and both extend the  
25      Green Line to Route 16. One of them should be selected

1 before this process is completed.

2 The second problem that we will describe in more  
3 detail in written comments is that the proposed action is  
4 currently not in compliance with the transportation  
5 conformity regulations. Those regulations require that the  
6 [SIP] project, including the Green Line extension, are  
7 prioritized in all planning documents. There are two  
8 planning documents right now, the long range transportation  
9 plan and the transportation improvement program, that do  
10 now prioritize the Green Line project. They have  
11 insufficient funding in place.

12 And I understand that MassDOT has announced that  
13 it seeks to delay the Green Line. We've talked about that  
14 a lot tonight already. But it has not petitioned for that  
15 delay yet, and that delay has not been approved by DEP. So  
16 there is a process that has to be done through first, and  
17 until that happens the planning documents are supposed to  
18 reflect the current requirements, are supposed to  
19 prioritize them. That is not the case right now, and that  
20 is against national environmental policy, and you cannot  
21 complete the NEPA process without going through the first  
22 and completing. And you might find out that you are --  
23 either you are not reasonable in your delays, as you've  
24 found, you know previous speakers say tonight, and there  
25 will be more that will probably tell you that. And there

1 was a rally outside with hundreds of people telling you the  
2 same thing.

3 I appreciate the opportunity to speak about  
4 interim offset project and measures, and I appreciate that  
5 MassDOT has invited people to comment about that at the  
6 stage before those projects are submitted for modeling.  
7 And I will refrain from making particular suggestions.  
8 We've made some before, as supporters of the Green Line,  
9 together, actually, about a year ago -- more than a year  
10 ago now. And we would like you to look at those closely,  
11 and I'm sure you will hear a lot of more recommendations  
12 today, and I'd like you to consider them closely.

13 One thing I am -- want to stress tonight, though,  
14 is that although it is not legally required --

15 MS. NANCY FARRELL: You need to wind up.

16 MR. RAFAEL MARES: -- but you need to make sure  
17 that all interim offset project and measures are within the  
18 Green Line Extension corridor.

19 *[Applause]*

20 MR. RAFAEL MARES: I am the first one to admit --

21 *[Applause]*

22 MR. RAFAEL MARES: -- it is not legally required,  
23 but it would be patently unfair if, considering the length  
24 of this delay, those benefits did not accrue to this  
25 community. You have to make sure that those all are in the

1 corridor. So as you evaluate all the great suggestions  
2 that you're going to get, make sure that the ones that you  
3 model and the ones that you ultimately pick lie within the  
4 corridor. Otherwise, I think there will be some serious  
5 political outfall from this.

6 MS. NANCY FARRELL: Thanks, Rafael. You're out  
7 of time.

8 MR. RAFAEL MARES: Thank you very much for the  
9 opportunity to comment, and we will submit written comments  
10 that are more detailed.

11 MS. NANCY FARRELL: Great. Okay. Thanks very  
12 much.

13 *[Applause]*

14 MALE: *[Inaudible]*.

15 MS. NANCY FARRELL: Steve Kaiser.

16 MR. STEVE KAISER: My name --

17 MALE: *[Inaudible]*.

18 MR. STEVE KAISER: Okay, excuse me. My name is  
19 Steve Kaiser. I'm a resident of Cambridge, and I would  
20 like to congratulate all of the people in the audience who  
21 are from Somerville, and also many of them from Medford.  
22 You've been very vocal and participated very well in this  
23 project. And I'm a little concerned that the participation  
24 from Cambridge has been much less, because I *[note]* in  
25 Somerville they have a study to remove the elevated highway

1 of [McGrath] Highway, pushed by the citizens. Very  
2 interesting study.

3 In Cambridge, the Green Line will be entirely  
4 elevated, and we really don't have a choice. It's a rather  
5 odd decision to make. But what concerns me is the extra  
6 height of the elevated structure in Cambridge, that it is  
7 almost twenty feet higher than in previous studies and what  
8 I would have expected. And apparently, between two  
9 buildings in Cambridge, one existing and one proposed,  
10 either the ramp for the two tracks is too wide or the  
11 proposed parking garage is too close. So one of those  
12 should yield, and then you can bring the whole elevated  
13 structure down so it won't be such a visual impairment.

14 The other concern I have in Cambridge is the  
15 Lechmere Square crossing. The -- it has been a problem  
16 ever since 2003. When they first started it -- this was  
17 city Cambridge and the developer, B and M Railroad -- in  
18 1999, they had a fairly decent circulation pattern and a  
19 pedestrian overpass. In 2003, they got rid of the  
20 pedestrian overpass and moved a complex turning movement  
21 intersection right where the pedestrian crossings are. So  
22 this is a failure within our own city of Cambridge. And  
23 I'm not blaming the MBTA for this, because they didn't  
24 design it. But it's a severe defect in the pedestrian  
25 planning that really needs to work.

1           And I took a look in the EA, and in some of the  
2           calculations for pedestrian crossings, even that one at  
3           O'Brien Highway, they allow seven seconds of time, out of  
4           120 second cycle, for the walk light. Seven seconds.  
5           That's all that's in there. So there's a lot of work that  
6           needs to be done on that pedestrian crossing.

7           Finally, I have eight items that I listed in my  
8           written comments for interim offset measures. I'll only  
9           mention one, and that's to complete the master plan of the  
10          Boston Engine Terminal with three added tracks. This will  
11          allow for more efficiency in train operations. Less dead  
12          heading, less energy use, and less air pollution, and  
13          allows for other improvements as well.

14          So I imagine my time is just about up, but --

15          MS. NANCY FARRELL: Ten seconds.

16          MR. STEVE KAISER: -- again -- yeah.

17          MS. NANCY FARRELL: Ten seconds.

18          MR. STEVE KAISER: Thank you.

19          MS. NANCY FARRELL: Thanks, Steve. Brian Sylvan.

20                 *[Applause]*

21          MS. NANCY FARRELL: And then it will be Kevin  
22          Oliver and Mark Chase.

23          MR. BRIAN SYLVAN: Good evening. I'm a resident  
24          of Somerville. I'm born and raised here. I'm a vice  
25          president of the tunnel workers [local] [inaudible], and

1 it's nice to see somebody from the MBTA here finally. I  
2 don't understand all the bridge takings and the land  
3 takings. We have a pretty successful track record with the  
4 MWRA recently of completing projects on time and under  
5 budget with a tunnel boring machine. And it just -- I  
6 scratch my head when I think about the bridge that got to  
7 get taken and the land and the backyards. I grew up right  
8 on the eighty-eight bus line down the road here, and you  
9 know, my dad had emphysema and stuff.

10 And [inaudible] quick story on the Red Line. I  
11 was nine years old, and I went down Garfield Street, 160  
12 feet down, 200 feet down on a crane, and walked up on my  
13 dad to Porter Square as it was being constructed. He was a  
14 sand hog, also. And you know, we can get it done. I  
15 guarantee we can do it for a couple hundred million  
16 dollars, put the bike path on top, put a spur to Alewife, a  
17 spur to Porter, a spur to any station you want, and I can't  
18 believe you guys aren't looking at it.

19 As far as the utility relocations go, if you're  
20 -- again, if you look at the MWRA, and you look at the East  
21 Boston CSO project we did, the South Boston CSO, and what  
22 we're currently doing now on Beacon Street and Brookline  
23 Ave. in Brookline is -- you know, they're on time and under  
24 budget. You know, as far as if you're going to go thirty,  
25 forty feet, putting utilities in, you can do it by a method

1 of pipe jacking or micro tunneling and have thousands of  
2 foot of that stuff done in a matter of weeks instead of a  
3 matter of years. It's just something you need to look at.  
4 You're doing a disservice to the community by not tunneling  
5 it.

6 *[Applause]*

7 MS. NANCY FARRELL: Thanks, Brian.

8 *[Applause]*

9 MS. NANCY FARRELL: We have Kevin Oliver, and  
10 then Mark Chase. And just let me remind you, if you want  
11 to speak in here in the auditorium, that you need to sign  
12 up in the back, and Reagan will bring your name up.

13 MR. KEVIN OLIVER: My name's Kevin Oliver of  
14 Boston Avenue, Somerville, just a resident. I just don't  
15 understand -- we're going to delay the project, but I don't  
16 understand why we can't phase parts of it into play. They  
17 way you're talking about constructing it, you're going to  
18 complete the relocation of the commuter rail first, and  
19 then start the Green Line. And I don't know why you can't  
20 relocate some of the commuter rail in certain sections, and  
21 build the Green Line. That would allow at least the Green  
22 Line to get to Washington Street before 2019, and maybe  
23 even get to Cedar Street, to the Cedar Street Bridge,  
24 before 2019 if we phased in, because some of those bridges  
25 beyond Cedar Street may be wide enough to accommodate both

1 the commuter rail and the MBTA. And you could at least get  
2 some of the line built before 2019. So that's one of my  
3 suggestions for mitigation.

4 The other suggestion for mitigation doesn't deal  
5 with environmental pollution, but transportation. I don't  
6 understand why the commuter rail can't stop at [inaudible]  
7 Square right now. And I don't know why the commuter rail  
8 that comes out of Porter Square can't stop at Washington  
9 Street. They stopped before there many, many years ago, or  
10 maybe fifty years ago, but there's no reason they can't  
11 stop. And I don't understand why we can't mitigate and at  
12 least have some transportation that would get us into  
13 Boston faster. So those are my two suggestions. Thank you  
14 very much.

15 MS. NANCY FARRELL: Thank you, sir.

16 *[Applause]*.

17 MS. NANCY FARRELL: Mark Chase.

18 MR. MARK CHASE: Hello, and thank you for this  
19 opportunity to comment. I'm a founding board member of  
20 Livable Streets, and instructor of transportation planning  
21 at Tufts, and a consultant in transportation planning, and  
22 a Somerville resident. I just wanted to encourage you to  
23 think of some interim offsets that probably won't get  
24 mentioned by many other people, and that is looking at ways  
25 of discouraging auto travel, and ways that could also help

1 fund the Green Line and fund transportation for low income  
2 people.

3 And some of these things are a gas tax, or VMT  
4 pricing, or tolling, or congestion pricing. All of these  
5 things raise a ton of money, and, as we know, the Green  
6 Line Extension is short of money at this point. I think  
7 you have about 500,000,000 of the billion you need.

8 Obviously, it would be very politically  
9 difficult. But I think raising the money would provide  
10 something of a carrot for the political challenge that  
11 would remain in doing some sort of car based tax. And that  
12 is a challenge for the politicians in the room, and I hope  
13 that you will look seriously at the amount of money that  
14 can be raised through congestion pricing or a gas tax  
15 increase. I know people discussed it before.

16 But the Green Line Extension is a requirement.  
17 You need to do it. You need to pay for it. Take some of  
18 the money that you would raise through this and spread it  
19 around through the rest of Massachusetts to make it happen.  
20 Thank you.

21 MS. NANCY FARRELL: Thank you, sir.

22 *[Applause]*

23 MS. NANCY FARRELL: I have -- the next three  
24 speakers are Peter [Marques], Steve Mulder, and Alex  
25 Feldman. Mr. [Marques]? That doesn't look like Peter.

1 No, not Peter?

2 MS. CONNIE BLAZIK: [Inaudible]. Hi. I'm Connie  
3 Blazik, and I'm related to Peter, so I'm speaking on  
4 behalf. I'm a long time --

5 MS. NANCY FARRELL: Is Peter here?

6 MS. CONNIE BLAZIK: Yes, he is. Mm-hmm.

7 MS. NANCY FARRELL: Well, he signed up first, so  
8 --

9 MS. CONNIE BLAZIK: I'm also on the list, so I'm  
10 taking his place.

11 MS. NANCY FARRELL: Okay.

12 MS. CONNIE BLAZIK: Connie Blazik.

13 MS. NANCY FARRELL: Okay.

14 MS. CONNIE BLAZIK: Sorry for the confusion.

15 We're long time Brick Bottom residents at the Brick Bottom  
16 Artist Building. Our apartment faces the south side of the  
17 building. We live with idling trains of all sorts --Amtrak  
18 trains, commuter trains, commuter trains going by quickly  
19 -- on a constant basis. Resulting noise, vibration, and  
20 pollution impacts many Brick Bottom residents. We live  
21 with that seven days a week, from the early morning hours  
22 into late at night. If we're serious about the commitments  
23 that were set out in this project to improve regional air  
24 quality, then I would advocate that we look at the interim  
25 mitigation that begins in 2015 to address zero train idling

1 along residential homes and offices in Somerville, as well  
2 as the already planned implementation of ultra low tier  
3 four emission train engines on all trains and switchers  
4 that pass through the city of Somerville.

5 I would also like to endorse Steve Kaiser's plan  
6 and his idea to expand the Boston Engine Terminal, and move  
7 all of the drill track function and idling Amtrak trains  
8 into the BET. And also I had a comment about the  
9 environmental assessment. It certainly is a very large  
10 document, and I -- one of the tables jumped out, which was  
11 tables 6.7-1 that includes the potential noise impacts  
12 prior to mitigation and lists areas such a Brick Bottom on  
13 both sides that will see significant increase in additional  
14 noise levels. I wasn't able to find a table in this  
15 document that shows the potential noise impact after  
16 mitigation. It could very well be there, but I would just  
17 advocate that very specific information be included in this  
18 document as to areas where there are -- is already severe  
19 impact, where this impact will only increase with the  
20 project, that specifics be included in this document so  
21 that we can all sleep better and night and look forward to  
22 working together. Thank you.

23 MS. NANCY FARRELL: Our noise consultant is here  
24 tonight, so you're welcome to go ask him --

25 MS. CONNIE BLAZIK: I will, thank you.

1 MS. NANCY FARRELL: -- where that information is.  
2 Thank you.

3 MS. CONNIE BLAZIK: Thank you.

4 MS. NANCY FARRELL: Steve Mulder.

5 MR. STEVE MULDER: So I'm Steve Mulder. I live  
6 in Union Square. So here we are again. The Green Line's  
7 supposed to open this year, actually, originally. Right?  
8 That was the plan. Obviously, you sense the frustration  
9 and the pain with everyone here, everyone outside. You  
10 heard it. You can almost see it, kind of hovering as a  
11 dark cloud, I think, in this room.

12 I want to reinforce something that Rafael brought  
13 up that I this is really critical, which is that the  
14 interim offset projects, as of course the delays increase,  
15 become bigger, and bigger, and bigger. And it is  
16 absolutely critical that those projects are applied in this  
17 corridor, in these neighborhoods, that they impact the  
18 people that are suffering from the delays, and delays, and  
19 delays. And that's why you're hearing, I think, this  
20 chorus of consistent voices around extending to Route 16,  
21 around building the path all the way to Lechmere, around  
22 projects that actually do improve air quality that are  
23 substantial and that really make a difference to livability  
24 as well as air quality.

25 If you can -- you've obviously been sensing the

1 frustration here. Imagine what would happen, imagine the  
2 uproar if the mitigation projects were not in this  
3 corridor. So I would urge you to prioritize that above  
4 everything else. Thank you. We are shovel ready.

5 MS. NANCY FARRELL: Thank you.

6 *[Applause]*

7 MS. NANCY FARRELL: The next three speakers are  
8 Alex Feldman, Heather Van Aelst, and Jim McGinniss.

9 MR. ALEX FELDMAN: Thanks for sitting in those  
10 chairs and we direct our warm feelings --

11 *[Laughter]*

12 MR. ALEX FELDMAN: -- about the Green Line.  
13 Remember that cartoon character, Charlie Brown, from the  
14 Peanuts. Every year he'd try to kick the football with  
15 persistence and trust. He would go at the football. And  
16 some people might remember this old strip where Lucy would  
17 pull the football away at the last second. He'd go ahh and  
18 fall on his back. So he'd fall on his back, and he'd be  
19 very frustrated, and this is the frustration that so many  
20 of us here in Somerville, Cambridge, Medford have.

21 Now, I am not in any way say MassDOT is like  
22 Lucy, cruelly pulling the football away.

23 MS. NANCY FARRELL: No.

24 MR. ALEX FELDMAN: In fact, I would like to paint  
25 a complete opposite picture of heroism. Now, remember that

1 famous quote from 1962, when Kennedy said, we will put a  
2 man on the moon by 1970. And in seven years, there was  
3 this tremendous unified feeling of technicians, of people  
4 working with their hands, with their minds, heart and soul  
5 to do a very tough project, and coming together.

6 And I think in this room we have a lot of people  
7 who are willing to come together, and you can even ask of  
8 us, what can we do to narrow this deadline, to compress it  
9 to something more like what was promised. There is a huge  
10 amount of talent, for example, in grant writers. There are  
11 -- we have MIT and Harvard anxiously trying to prove their  
12 mettle at, once again, providing jobs and green jobs for  
13 this economy, and there is an untapped resource of really  
14 making it happen.

15 And here's where I want to get to your part.  
16 Heroism. Just imagine it is -- we are beating these  
17 deadlines because we made a commitment, that we are totally  
18 focused on doing something hard. I saw two years to  
19 acquire land. Maybe do it in one year. I would never call  
20 the gentleman who I saw eloquently speaking here -- he  
21 described himself as a sand hog. I'm afraid I'd be beat up  
22 if I call him a sand hog. But he showed a kind of can do  
23 spirit that I think we all have, that let's meet these  
24 deadlines. Let's go right back to 2016 -- or 2015 is where  
25 I think it was. There's --

1 [Inaudible -- multiple speakers.

2 MR. ALEX FELDMAN: We were -- we all understood  
3 that December 2014 was moved to October 2015. So that'  
4 where our head is right now, after many times of trying to  
5 kick the football. If we try to get it earlier, we must go  
6 for it, because [inaudible] shoot for the moon -- or  
7 actually, the saying is shoot for the stars, because you  
8 might hit the moon. We've got to shoot earlier, and get  
9 the community path built with this at the same time. And  
10 you guys will be remembered heroically as the folks who  
11 made the trains run on time.

12 MS. NANCY FARRELL: That's a good place to stop,  
13 because you're at three minutes. Thank you.

14 [Applause.]

15 MS. NANCY FARRELL: Heather?

16 MS. HEATHER VAN AELST: I'm Heather Van Aelst.  
17 I'm a resident at Brick Bottom. I'd like to thank you all  
18 for coming out tonight. And I would like to start out by  
19 acknowledging some of the positive improvements that have  
20 been made in the Green Line Extension design since the  
21 hearing two years ago for the DEIR. So first and foremost  
22 would be the move of the maintenance facility away from  
23 yard eight, and also more recently some of the different  
24 track layout improvements that have been made around Brick  
25 Bottom -- moving the main line side farther away from the

1 building, changing some of the lead track configuration so  
2 there's less switching near the building, rearranging the  
3 Union Square branch so there's now a mere five lines  
4 instead of six -- and a willingness to work with the  
5 residents and the engineers that have brought forward new  
6 ideas and suggested alternatives. And also for the 3D  
7 modeling you did of the track layout around that area, that  
8 was really, really useful for all the residents involved.

9 But as many other people have said, this timeline  
10 is unacceptable. I'd like to get it moving forward, moving  
11 faster. The best possible offset for this project will be  
12 the full build-out of the Green Line to Route 16, along  
13 with the community path, as quickly as possible.

14 Above and beyond that, I'd like to also ask for a  
15 -- offset projects that could reduce the diesel train  
16 emissions in Somerville, particularly in and around the BET  
17 facility, the use of the best possible ultra low emission  
18 diesel trains for any train that comes through Somerville  
19 or works at that yard, and plans -- planning changes that  
20 can be made, either to operations or to the tools use that  
21 can reduce idling in that yard, and especially idling right  
22 -- immediately next door to residential building, whether  
23 -- I'm not an expert on that, whether that can involve any  
24 sort of electric or hybrid engines -- that would be great  
25 -- or the use of plug-ins.

1           And finally, I will submit some more detailed  
2 written comments on the EA itself, since it is a massive  
3 document. But I'd also like to echo the thought that  
4 whatever offset projects happen, they should happen in the  
5 Green Line Extension corridor. Thank you.

6           MS. NANCY FARRELL: Thank you, Heather.

7           *[Applause]*

8           MS. NANCY FARRELL: Jim McGinnis, and then Lynn  
9 Weissman.

10          MR. JIM MCGINNIS: Hi. My name is Jim McGinnis.  
11 I'm a resident of Union Square. And first, I do want to  
12 congratulate you on reaching the important milestone, and I  
13 hope the FONSI is issued soon. But even so, I think there  
14 are a couple of problems with the environmental assessment  
15 as it stands, and I'll just briefly comment on these before  
16 I talk about some ideas for interim offset projects.

17           First, as CLF has noted, College Avenue is not  
18 Medford Hillside, and does not satisfy the [SIP]  
19 commitment. Route 16 would, and I would strongly urge you  
20 to incorporate what had previously been a second phase of  
21 the project in the current phase, because the timelines  
22 overlap substantially.

23           Secondly, I think that -- I would hope that your  
24 team would remain open to looking at some of the  
25 alternatives, sometimes called [Mirror L], which reduced

1 the amount of land takings and property that is lost  
2 forever from the tax rolls of Somerville, and then would  
3 save close to 200 jobs. I don't know if it's possible at  
4 this late stage or not, but I think this is a serious  
5 issue, and it's unfair to burden Somerville with yet  
6 another large maintenance facility, which is primarily  
7 serving other parts of the Green Line system. It's much  
8 larger than what's required for the extension itself.

9 With regard to offsets, I'd like to first say  
10 that I think Mark Chase's large, you know, 30,000 foot view  
11 about discouraging automobile use is really important, and  
12 I'd add a few other ideas to the ones he mentioned, like  
13 higher registration fees, excise taxes, at least within the  
14 Boston MPO area. I think when we talk about solutions to  
15 the problems here, we have to realize that the sort of  
16 gorilla in the room is lack of funding, and this has been a  
17 political problem, as opposed to a tactical or project  
18 management problem. So we have to be creative, look at  
19 things that don't allow us to dig the hole deeper  
20 [inaudible] you know, and continuing to allow rapid  
21 increase in BMTs, but look at things which discourage the  
22 growth in automobile usage and also provide some funding  
23 for the Green Line, as well as other important  
24 transportation infrastructure improvements.

25 I'd also like to second what Heather said about

1 the role of diesel pollution in our town, and this would  
2 apply not only to the diesel trains, but also to heavy  
3 trucking, whether it's used carrying produce from the  
4 Chelsea Market, or waste haulers, or similar vehicles that  
5 spend a lot of time in town. Anyway, thank you very much.

6 MS. NANCY FARRELL: Thank you, Jim.

7 *[Applause]*

8 MS. NANCY FARRELL: And Lynn Weissman.

9 MS. LYNN WEISSMAN: Hi. I'm Lynn Weissman of  
10 Friends of the Community Path. I first wanted to ask if  
11 anybody knows where my Green Line went that was rolled out  
12 outside. It kind of got rolled up and never came back, so  
13 I'd love to get it back. And I wanted to thank MassDOT and  
14 the Green Line Extension design team, because I feel like  
15 we've gotten a fair bit of support on the thirty percent  
16 design stages for the community path. And you know,  
17 there's -- it seems like there's this [inaudible] this  
18 cultural change, but it needs to be matched by a financial  
19 commitment to the path, along with the Green Line  
20 Extension, and it's very clear that this is something that  
21 the community really, really wants. And I'm not quite sure  
22 how much more we need to say it before the state hears us  
23 and kind of matches that with funding.

24 You know, I wanted to comment a little bit on  
25 what Rafael Mares for the Conservation Law Foundation said.

1 I think it's hard for the public to kind of understand, you  
2 know, the [SIP] commitment and all these acronyms. I think  
3 -- I mean, basically, not funding the Green Line, again the  
4 delay, and not funding it fully is in violation of the  
5 Clean Air Act. And I think the public and the press just  
6 don't realize that. And it's kind of amazing. You know,  
7 we can talk in acronyms, but it -- you know, people do have  
8 an idea of what the Clean Act -- Air Act is and what it  
9 means. And you know, this is really important.

10 I think also the length of the delay was really  
11 shocking. I think people were expecting a delay, but  
12 people were maybe expecting a year. And when it turned out  
13 to be as long as it was, I think we were all just shocked.  
14 So you know, it's really important for the public to  
15 participate in the process, and -- this long and boring  
16 process. And you know, I don't know if people always  
17 realize that, but we seem to be making the same comments  
18 over, and over, and over.

19 You know, clearly we want that all -- the  
20 mitigation efforts should be within the Green Line  
21 Extension corridor area. From what I understand it, no  
22 mitigation project can match the Green Line Extension, the  
23 air quality benefits. So you know, it's very hard for  
24 under -- for us to understand what it would be delayed any  
25 further, you know, and we kind of believe, you know, well,

1 also, you know, if this money can be spent -- you know,  
2 some of the mitigation money can be spent for -- not that  
3 there's any mitigation funding that we know of, per se --  
4 but that also wasn't put out that there's any mitigation  
5 funding for the delays. So that is -- has also been  
6 missing from this part of the puzzle.

7 MS. NANCY FARRELL: Lynn, you have to wind up,  
8 please.

9 MS. LYNN WEISSMAN: Okay. Thanks. Well, I think  
10 that that will cover it.

11 MS. NANCY FARRELL: Okay.

12 MS. LYNN WEISSMAN: Okay. Thank you.

13 MS. NANCY FARRELL: Thank you. If you have more  
14 to say, you can go to the stenographer in the hall.

15 *[Applause]*

16 MS. NANCY FARRELL: I have ten more speakers  
17 signed up, so if you have not indicated you want to sign  
18 up, please go to the back and sign up with Reagan. The  
19 next three are Adam [Maxin] Carter, Ellin Reisner, and Alan  
20 Moore. So Adam Carter?

21 FEMALE: He left. I know that. He left.

22 MS. NANCY FARRELL: He left? Okay. Ellin  
23 Reisner. I'm sorry. Thank you. And then Alan Moore, and  
24 then Wig Zamore.

25 MS. ELLIN REISNER: I will keep my comments

1       brief. I made many comments at many meetings, and I think  
2       you know what my opinions are. I do want to support the  
3       position that if we -- it is required to do the interim  
4       offsets for the Green Line, starting at the end of 2014,  
5       because that is when it was supposed to open. It seems to  
6       me that the cost of doing interim offsets, other than  
7       certain things that are policy issues, like raising  
8       revenues, are going to cost a lot of money. So my feeling  
9       is, let's go for the big enchilada -- Green Line to Route  
10      16, the community path included in the project. The long  
11      term environmental benefits of this are so substantial that  
12      that should be the direction that we go in.

13                I also want to just reference what Rafael had  
14      said, which is that the Green Line project, as well as the  
15      other [SIP] commitments, are supposed to be prioritized in  
16      the [TIP] and the long range transportation plan. And by  
17      not doing that, the state is not meeting its legal  
18      obligations to the Clean Air Act. It's critically  
19      important that we do that, and I think that, as I think  
20      Alex said, there are a lot of people in Somerville, and I -  
21      - who will work with the state to make these things happens  
22      as quickly as possible.

23                I think the design team has worked really hard,  
24      and I really appreciate that the work's being done. But we  
25      need to have the commitment from the state to allow people

1 to move forward quickly. And I will submit written  
2 comments on the environmental assessment later. Thank you.

3 MS. NANCY FARRELL: Thanks, Ellin.

4 *[Applause]*

5 MR. ALAN MOORE: Hi. Alan Moore from Porter  
6 Square area in Somerville, and a member of the Friends of  
7 the Community Path. I want to thank FTA, MassDOT, MBTA,  
8 and all the other stake holders for all their efforts in  
9 designing the Green Line Extension and community path up to  
10 the point where we are now and listening to all us in the  
11 community.

12 You know, you've basically done, you know,  
13 everything about ninety-nine percent right, but just too  
14 slow. I think we all know all -- up until now, everything  
15 could have been done faster, and it has to be done faster  
16 to minimize the delays. If there's things beyond your  
17 control, you know, let us -- let us, the advocates in the  
18 community, help you around those issues -- for example,  
19 getting more money for the project.

20 And speaking of money, it seems to me that the  
21 only way we can really not have -- or not the only way not  
22 to have more delays, but one way to minimize the delays is,  
23 unfortunately, to give up trying to get [New Starts] money.  
24 It's probably not -- we're probably not going to get it  
25 anyway. Let's just bite the bullet and pay for it all with

1 state funding. The thirty percent design is going to be  
2 done in a few months. Let's start, you know, getting as  
3 quickly as we can into contracting. We see examples from  
4 around the country of other light rail systems being done -  
5 - being built a lot faster. Let's have the consultants  
6 find out what other people are doing differently.

7 That said, I wholeheartedly support the Green  
8 Line Extension, and I think the environmental assessment  
9 clearly shows that there's vast benefits and minimal  
10 issues. So I presume that, you know, it's -- it should get  
11 approved. However, I don't know how -- what kind of things  
12 can change after the environmental assessment is approved.  
13 There are -- there seems like there's still some details in  
14 the plans that will need to be changed. I assume they're  
15 small enough, since they won't adverse impacts, that they  
16 still can change. And I will submit with written comments  
17 listing some of those changes.

18 And I'll just mention one of them that I think is  
19 pretty significant, and that is the new -- in the last four  
20 months, from the previous designs, there's a new Green Line  
21 track that -- an outbound track from Lechmere that goes  
22 directly to the maintenance facility. And it seems to me,  
23 from the designs that I've seen, that that will interfere  
24 with the future community path crossing from Inner Belt, as  
25 well as a future *Urban Ring* bridge, and a vehicle bridge,

1           too, that the city would like to connect Inner Belt with  
2           Cambridge. So if that new [inaudible] track is really  
3           necessary for operations, then they have to find a way to  
4           design that that will still allow a crossing from Inner  
5           Belt into the North Point area.

6                       And lastly, to mitigate whatever delays do come  
7           about, the choice of the interim offset projects should be  
8           in the corridor, and the principle ones should be designing  
9           and constructing the entire community path as part of --  
10          with the Green Line Extension. Thank you.

11                      MS. NANCY FARRELL: Thank you, Alan.

12                      *[Applause]*.

13                      MS. NANCY FARRELL: The next three speakers are  
14          Wig Zamore, Nicholas Martins, and William Wood.

15                      MR. WIG ZAMORE: Yes, I'm Wig Zamore, 13 Highland  
16          Avenue, just a couple blocks away. Thank you for letting  
17          me speak tonight. I do want to thank the aldermen,  
18          starting with Alderman Desmond, who brought up health as an  
19          issue, and of course that directly related to the Clean Air  
20          Act that Rafael and others have mentioned specifically with  
21          regard to his project. The legal obligation here is about  
22          twenty years old, and clearly, if it had been resourced by  
23          the governor, and administration, and finance, it would  
24          have been built on time. And so there is a disconnect with  
25          regard to the integrity of financing versus engineering and

1 building this project, and that has been our biggest  
2 problem. It's certainly not staff at MassDOT or the  
3 consultants.

4 I want to thank the neighbors in Cambridge and  
5 Medford for working together with us on this, we have to  
6 make sure that their needs are met as well as our in  
7 Somerville. Along with others, I certainly agree that the  
8 project should just be defined as to Union Square and Route  
9 16, fully including the community path, and that should  
10 just be the end of it. And we should work to do that as  
11 quickly as possible.

12 I do want to mention a few things from the -- it  
13 -- from the EA. I thought the data on job and college  
14 access improvement to EJ Community was terrific. Also, on  
15 about page 1,730 of the air pollution appendix, this is a  
16 very nice chart showing the differences by community, which  
17 I assume Scott Peterson's group at CTPS did, and that can  
18 be a perfect guide for the interim replacement project  
19 analyses.

20 I do want to mention that there are some real  
21 shortfalls in the environmental assessment. The  
22 particulate matter data is woefully out of date. EPA did a  
23 new risk assessment and a new policy assessment several  
24 years ago. It's been done for a couple years. The  
25 causality of mortality is much higher than as reflected in

1 the discussion in this document, and that data has been  
2 available for a long time. So that seems to be a fairly  
3 large oversight.

4 I do also want to mention that I am wary of  
5 introducing diesel stops in urban communities with large  
6 populations. When you stop and start a diesel train, you  
7 get one to two orders of magnitude more pollution. It  
8 would seem impossible to meet the air quality requirements  
9 of this project if you are going to stop and start diesel  
10 rail in an urban community. I worked very hard with the  
11 Cambridge community to try to block the project that the  
12 lieutenant governor has suggested of running diesel through  
13 Kendall Square, and we will work very hard to stop any  
14 effort to stop diesel trains in Somerville. Thank you.

15 MS. NANCY FARRELL: Thanks, Wig.

16 *[Applause]*

17 MS. NANCY FARRELL: Nicholas? Nicholas Martins,  
18 then Bill Wood, and then Carolyn Rosen. Nicholas Martins?  
19 No, I guess not. Bill?

20 MR. WILLIAM WOOD: You want to do it? All right.  
21 Thank you. I want to thank DOT also, as well as much of  
22 Somerville. I'm not from Somerville. It's very nice that  
23 Somerville keeps telling me what Medford wants. I'm going  
24 to start out by saying, I've supported this to College Ave.  
25 and Boston Ave. for many, many years. Unfortunately,

1 people don't understand issues, and there are issues here.  
2 I suggest that the rest of you read the risk assessment  
3 done on August 12 of this year from FTA, and I suggest you  
4 understand that every time you try to negotiate that you  
5 may be stopping DOT. You've been stopping DOT, not anybody  
6 else [inaudible].

7 I also would suggest to the Conservation Law  
8 Foundation that 1964 we had a civil rights law. They have  
9 never, never stood up and said the disabled or the  
10 environmental justice population should be participating in  
11 this. We had to fight all the way. We just got title six.  
12 We want to thank MassDOT for putting it in, MPO for putting  
13 it in.

14 But yesterday we had a meeting in my city.  
15 Twenty-five to thirty-five people showed up. They were  
16 99.1 percent African American. They said, we don't want  
17 the Green Line to Route 16. You haven't heard our  
18 community, because MassDOT does not let them be -- note  
19 taking there for our community. It's a wonderful thing  
20 that Somerville can say -- a gentleman from Tufts can say  
21 tax all the people for the money, but not say tax Tufts,  
22 Harvard, MIT for the same thing. I think it's ridiculous.

23 We also have a woman, one of the oldest EPA  
24 experts in the country, Dr. Marlene Warner. She sits on  
25 the Houston Board of EPA. She started EPA. Most of the

1 things you're bringing up here about diesel, Wig, she  
2 brought up four year ago, wherever you are. She told you  
3 all about what diesel particulates do.

4 You didn't listen to Medford. Medford said --  
5 it's too stupid, or we're too backward to be part of your  
6 community. I think it's getting a little bit classism that  
7 somebody [inaudible] spoke about earlier, about what these  
8 three neighborhoods about. Stop talking about our city.  
9 We don't talk about your city. We didn't -- not -- didn't  
10 stop you or try to stop you from having this. Now, we  
11 don't want it yet. We may be convinced by it, but not this  
12 day.

13 And thirdly, there's another point here. Much of  
14 the mitigation process that you're using is going to delay  
15 some of this. Be aware of that. Also, that my wife, who  
16 is going to speak next, Carolyn Rosen, is going to give you  
17 a lot of particular things that are wrong with this. Read  
18 the risk assessment. Stop blaming DOT. I'm out there  
19 saying something for you for a change. Stop blaming DOT  
20 and start blaming yourselves. All this shovel ready --  
21 shovel ready where? The gentleman over there, Brian, gave  
22 you a great idea. [Inaudible] who encouraged Brian four  
23 years ago to come up and talk about this stuff so it would  
24 save you money.

25 MS. NANCY FARRELL: Sir. Bill -- Bill --

1 MR. WILLIAM WOOD: Yes, ma'am.

2 MS. NANCY FARRELL: You're out of time.

3 MR. WILLIAM WOOD: I'm talking as long as the Law  
4 Foundation, four and a half minutes.

5 MS. NANCY FARRELL: You got [inaudible].

6 MR. WILLIAM WOOD: You gave them that time.

7 MS. NANCY FARRELL: [Inaudible] --

8 MR. WILLIAM WOOD: I objected to that.

9 MS. NANCY FARRELL: Bill --

10 MR. WILLIAM WOOD: And I'll sit here and make you  
11 -- force you to move me --

12 MS. NANCY FARRELL: Bill, I --

13 MR. WILLIAM WOOD: -- until the four and a half  
14 minutes are up.

15 MS. NANCY FARRELL: I did not give Rafael four  
16 minutes.

17 MR. WILLIAM WOOD: How many minutes did they give  
18 him?

19 FEMALE: Four and a half.

20 MR. WILLIAM WOOD: Four and a half minutes.

21 MS. NANCY FARRELL: I did not.

22 MR. WILLIAM WOOD: [Inaudible] two watches and  
23 [inaudible]. All right. I'll get off your -- get off it.  
24 I'm going to put this in as an objection [inaudible] to  
25 this thing. Thank you.

1 MS. NANCY FARRELL: You're welcome, Bill.  
2 Carolyn.

3 MS. CAROLYN ROSEN: Carolyn Rosen, chairperson of  
4 GLAM out of Medford. And as Dr. Wood stated, we believe  
5 that the environmental assessment needs to come to an  
6 alignment with the risk assessment report that was done in  
7 August of 2001. We do let MassDOT know, as we did at the  
8 [SIP] meeting, that the FTA OCR office -- office of civil  
9 rights -- has taken our complaint and is auditing MassDOT  
10 this year around social justice, on the environmental  
11 justice and disability community, and we expect that they  
12 will also be reviewing our issues around the Route 16. And  
13 as Dr. Wood has stated, the environmental justice community  
14 spoke very loudly yesterday.

15 There is no social equity analysis within the  
16 environmental assessment report that addresses the issues  
17 around fair increases and reduction in cost services.  
18 There are also issues, as Dr. Warner has defined for us,  
19 that you're taking trees out without resetting the water  
20 table. Trees absorb water. You're not addressing that in  
21 the environmental assessment. You're also not addressing  
22 habitat disturbance in regards to migratory and animals  
23 that are there.

24 Retaining wall. When you talk about your  
25 stations, you're talking about walls going straight up in

1 the air. That concentrates pollution, so it comes straight  
2 down back on the people that are there. By not angling out  
3 the retaining walls, you are not dissipating the pollution  
4 that is in the air and concentrates it further on the area.

5 That brings us to air quality. We've been asking  
6 for a health study on the diesel particulates in Medford  
7 from the commuter rail and have been pushing to get those  
8 diesel trains out of there. The diesel particulates have  
9 not been separated out from your air quality study, and you  
10 have not address local air quality where you have  
11 identified FEIR and DEIR that there would be increased  
12 pollution in certain areas of the Green Line.

13 Also, you have concrete channel coffins for  
14 drainage that are not flexible, require larger swaths of  
15 land than what you're identifying, and can cause back up in  
16 heavy system storms, which we've been having a lot of.  
17 Also, utilities. Your utility issue is a large one in the  
18 risk assessment. You've alluded to some of that, but in  
19 the risk assessment they're talking about, again, more  
20 swaths of land needing than you've identified. You're also  
21 talking in the risk assessment about hanging them off of  
22 the retaining walls. That must look aesthetically pleasing  
23 to everyone.

24 And there's no identification as to how you're  
25 hooking into the sewer systems of communities and where

1 your sewer and drainage is actually going. And in one DEIR  
2 or FEIR report, you talked about drainage out to the Mystic  
3 River. I don't see any environmental list that is fighting  
4 [inaudible] the Mystic River and the drainage there.

5 And again, there's ADA issues around platforms  
6 and capacity issues as to being able to bring trains onto  
7 the system from the D line, even with the new trains, that  
8 there will be disconnect between platforms in Boston and  
9 platforms on the new Green Line.

10 MS. NANCY FARRELL: Carolyn, you're out of time.  
11 Are you going to submit written comments?

12 MS. CAROLYN ROSEN: I will be submitting written  
13 comments, and we do have two independent reviewers from New  
14 York City and Houston looking at your report. Thank you.

15 MS. NANCY FARRELL: Okay, thank you.

16 *[Applause]*

17 MS. NANCY: We have -- the next three speakers  
18 are Ron Bonney, John Kramer, and Dennis Sullivan. Ron?  
19 Ron left? Ron? Oh, there is Ron.

20 MR. RON BONNEY: Good evening. We would be here  
21 if the Red Sox were in the World Series. I think we  
22 already proved that once, the -- but did want to support.  
23 I'm Ron Bonney. I'm from the Somerville Chamber of  
24 Commerce. I did want to support the bridge into the Inner  
25 Belt, as well as the full build-out of the community path.

1 I kind of feel that that's the only fair thing is to have  
2 the full build-out, all the way to Route 16, with the  
3 community path.

4 There are so many things that this project's  
5 delay affect. You have business owners that are wondering  
6 should they replace their roof if they're along the takings  
7 area. You know, should they do work on their building,  
8 should they hire, should they fire, should they lay off  
9 their people, people that are facing -- they're close to  
10 retirement, and they had planned on being taken, so they  
11 don't value their business, because they don't know whether  
12 or not they can sell it, because who's going to buy it if  
13 the Green Line's going to come and take the property away.  
14 You have home owners that don't know whether or not to rent  
15 or what to do, because they may be taken by the different  
16 extension. People need a certainty and a timeline. They  
17 need to know what's actually going to happen.

18 And mitigation is fine, as long as it happens  
19 within the affected area. I mean, Somerville has been  
20 facing this delay -- when I was in grade school, we were  
21 talking about the Green Line coming. You know, my kids go  
22 to school right next to one of the proposed stations in  
23 Union Square, and I hope they're not getting -- the first  
24 ride on the train is when they're going to Tufts. So you  
25 know, it'd be really nice to keep this thing on time and

1 get a real timeline.

2 And you know, this community has suffered a lot.  
3 We really need the Green Line built out. Thank you.

4 MS. NANCY FARRELL: Thank you, sir.

5 *[Applause]*

6 MS. NANCY FARRELL: I have -- the remain -- Mr.  
7 Kramer?

8 MR. JOHN KRAMER: Yes. My name is John Kramer.  
9 I'm from Marshfield. I just want to say, it's time to get  
10 rid of all the step by step systems and follow these crazy  
11 regulations in this department to get this thing done. We  
12 need to get the show on the road. This project should have  
13 been completed by this year, and we have to wait another  
14 three years is outrageous. We should have been done very  
15 soon. Do we have to wait another three or four years after  
16 2014 to get it done?

17 We can't afford to be behind schedule. It's time  
18 to cut out all this red tape. The state department of  
19 transportation has too much government in its system. It's  
20 time for the MBTA to privatize its bus systems that we  
21 don't need. It's time to use all the proceeds from selling  
22 the buses, from -- to private bus companies and use it to  
23 get this project done on time. Maybe it's time to  
24 privatize the department of transportation, and the MBTA,  
25 and all these government agencies, and all the money can

1           come in faster, and we could spend more money on service  
2           and less on bureaucrats. Thank you.

3                       MS. NANCY FARRELL: Thanks, MR. Kramer. I have  
4           Dennis Sullivan, Ron Newman, and Elisabeth Bayle. Dennis  
5           Sullivan? No, it looks like maybe Mr. Sullivan left us?  
6           Okay. Ron Newman?

7                       MR. RON NEWMAN: Hi. My name is Ron Newman. I  
8           live on Day Street in Davis Square, and every day I see the  
9           benefit that the Red Line Extension has brought to my  
10          neighborhood, and I believe that the rest of Somerville  
11          deserves the same benefits from the MBTA that we've  
12          received in the Davis area.

13                      As a member of the Somerville bicycle committee,  
14          I think it's extremely important that the Green Line  
15          Extension and the community path extension be designed and  
16          built together as an integrated project, because from what  
17          I've seen of the station designs, a lot of the station  
18          designs are very much dependent on the community path to  
19          bring people in and out of the stations. So it doesn't  
20          make any sense at all to have these be separate projects.  
21          They've got to be built as a single integrated project.

22                      I'm also going to differ a little bit from some  
23          of the advocates here, as I think that a reasonable  
24          mitigation for our delay in the Green Line Extension would  
25          be to have temporary commuter rail stops in Ball Square and

1 Union Square so that the people of those neighborhoods can  
2 benefit from at least some rail transit until the Green  
3 Line Extension is finished. Thank you.

4 MS. NANCY FARRELL: Thank you. Elisabeth?

5 MS. ELISABETH BAYLE: Elisabeth Bayle, Medford  
6 Hillside. Thank you. I just want to -- I wasn't going to  
7 speak to night, but I just feel compelled to correct a  
8 couple of things. I want to remind everyone here that  
9 there are many, many people in Medford who want the Green  
10 Line Extension to Route 16 and have worked very, very hard  
11 with other groups and other communities, and it's been a  
12 privilege to do so. Arlington, Cambridge, Somerville,  
13 Medford have all worked together in various ways, and  
14 people have really put their heart into this. It's  
15 important. People need it. People need clean, frequent  
16 transportation to jobs, and schools, and all the stuff that  
17 they need to live, and we need to get cars off the streets.

18 And this is a regional project. It affects  
19 regional air quality, and it was intended to make regional  
20 air quality improvement. And we're in this together, and I  
21 just want to say that -- I may be repeating myself, but  
22 2,000 -- more than 2,000 people signed a petition a couple  
23 of years ago saying that they wanted the Green Line  
24 Extension to go to Route 16, and at least a thousand of  
25 those were from Medford.

1           So the communities worked together. A lot of us  
2 have been very honored to work together to try and make  
3 this happen. And I echo the comments of all the other  
4 people that want it to happen sooner rather than later.  
5 I'm not going to be able to use it if it doesn't happen  
6 pretty soon. But even if I can't use it, people in the  
7 future need it. It's for the future of these communities.  
8 Thank you.

9           MS. NANCY FARRELL: Thanks, Elisabeth.

10           *[Applause]*

11           MS. NANCY FARRELL: I'm going to have Fred  
12 Salvucci, and that's all I have. Mr. Salvucci?

13           MR. FRED SALVUCCI: Hi. Thanks. My name is Fred  
14 Salvucci. I live in Brighton, and I wanted to make -- I  
15 will submit something in writing, but I just wanted to make  
16 a couple of points of clarification. One is when I was  
17 serving as secretary of transportation I made the  
18 commitments in the negotiation with the Conservation Law  
19 Foundation and other environmental organizations to extend  
20 the Green Line. And that was not primarily for clean air.  
21 The reason we made that commitment and other transit  
22 commitments was because of a valid concern by many people  
23 that the Big Dig would improve traffic conditions to and  
24 through Boston, which would lead to more people taking  
25 their cars, which would then lead to the gridlock coming

1 back. At the time, we had five to seven mile and hour  
2 traffic in the middle of Boston. It was clear the Big Dig  
3 would improve that, but only for awhile, and that it's  
4 essential to have a lot more transit to keep the system  
5 balance, or we're going to see the gridlock come back.

6 We did put that in the context of the Clean Air  
7 Act by putting it into the [inaudible] plan, but that was  
8 by way of trying to guarantee that it happened. But the  
9 initial reason for doing it was that a lot of money was  
10 going to be spent on the Big Dig. It turned out to cost a  
11 lot more than was planned, and we didn't want to see that  
12 wasted by just re-gridlocking. That was the primary thing  
13 we were after.

14 That also, I think, leads to a comment I wanted  
15 to make on the funding. Given what's going on in  
16 Washington, we're unlikely to see -- the FTA doesn't have  
17 any money to give, let alone going through all the process  
18 that they require, and the competition with other cities.  
19 I'm in favor of getting the federal money if we can, but  
20 that's pretty tough. So I think it's prudent to assume  
21 that to get this done we've got to do without federal  
22 money.

23 I also think it's very tough to ask people in  
24 places like North Adams, that have never recovered from the  
25 Great Depression, to pay higher gasoline taxes to do more

1 projects in the Boston area. The way that I think we ought  
2 to be funding the gap -- we've got about half enough money  
3 to build this, and I think we should start with the money  
4 we've got, and get moving. I agree with the shovel ready  
5 philosophy. Let's move.

6 But the primary beneficiary of the Big Dig was  
7 the Massachusetts Port Authority. They advocated for it.  
8 Roughly half the cost of the Big Dig was to get to the  
9 seaport and the airport. The seaport access road, that's,  
10 round numbers, 15,000,000,000 dollars, seven and a half  
11 billion from Mass. Port and Mass. Port properties. They  
12 put very little into the project, other than lobbying for  
13 it. They've got money. Everybody else is broke.

14 The T doesn't have enough money to properly  
15 operate the service it's got, and we keep squeezing it, and  
16 it's very unfair. A lot of good people work at the T, work  
17 very hard, and are getting squeezed with unrealistic  
18 expectations. We've got to get them more money. That  
19 needs to be dealt with.

20 But the place to fund this is the Massachusetts  
21 Port Authority. They're the biggest beneficiary of the Big  
22 Dig. There are accounts that were done that show that more  
23 than half the traffic in the Ted Williams Tunnel is going  
24 to Logan Airport. More than half the traffic in the  
25 Callahan Tunnel is going into Logan Airport. The port has

1 the money. They've got an obligation to step up to the  
2 plate and fund the missing pieces.

3 I think we ought to conceptualize the Green Line  
4 as a part of the Big Dig that wasn't completed. And the  
5 port authority ought to pay the bill for the missing piece.  
6 And I think that's true on the Green Line. I think that's  
7 true on the Red to Blue connector. I think that's true for  
8 the other end of the Green Line, out in Jamaica Plain,  
9 where people are still waiting for something that's a long  
10 way off, given current funding realities.

11 MS. NANCY FARRELL: Fred, can you hold up one  
12 second, because you're out of time. Is there anyone else  
13 who hasn't signed up who wants to sign up? Okay.

14 MR. FRED SALVUCCI: Okay.

15 MS. NANCY FARRELL: Some reason why you didn't  
16 sign up?

17 MR. FRED SALVUCCI: Thanks.

18 MR. DAVID DELBECK: [Inaudible].

19 MS. NANCY FARRELL: Oh. David Delbeck, I didn't  
20 get your name. Fred, you can come back when after these  
21 folks if you want to.

22 MR. FRED SALVUCCI: Thanks. [Inaudible] I made  
23 the point.

24 MS. NANCY FARRELL: You're good? Okay.

25 [Applause]

1 MS. NANCY FARRELL: Okay, David, and then this  
2 lady right here. I just happened to know his name, so.

3 MR. DAVID DELBACK: I did write it down  
4 [inaudible] --

5 MS. NANCY FARRELL: I'm sorry --

6 MR. DAVID DALBECK: -- piece of paper out there.  
7 Okay. I'm Dave Dalbeck of 25 Hancock Street in Somerville.  
8 I'd like to thank you, like many others have, for coming  
9 here. I'd like to remind you that -- to -- that we had 200  
10 people here on the night of the Red Sox win, and we're  
11 going to be -- we're going to stay here. So -- and don't  
12 mistake that.

13 A small thing, the -- make sure that you have  
14 connections to places like Brick Bottom and cross Lowell  
15 Street to the [Max Pack] area. It wasn't apparent to me  
16 that it was going to be easy to get to [Max Pack] from  
17 there, and that's a residential development.

18 Another thing is that I'd like to strongly  
19 support people who say that the mitigation should be local,  
20 because the health affects of air pollution are local. The  
21 superhighways are hotspots or hot stripes, and people who  
22 live there get the lion's share of the pollution from them,  
23 and they do not necessarily benefit a whole lot. So it  
24 would be completely unjust to take -- to say that you were  
25 going to do a regional -- a regional mitigation by doing

1 something in [Weston] or someplace else, which would be  
2 good for the region but would not help the people who are  
3 most strongly affected. Thank you.

4 MS. NANCY FARRELL: Thank you.

5 *[Applause]*

6 MS. NANCY FARRELL: This is my -- the last  
7 speaker I have, so if there's anyone else who hasn't signed  
8 up, please let us know.

9 MS. JANE BESTOR: My name is Jane Bestor, and I  
10 live on Lowell Street in Somerville. And I wanted to say,  
11 in response to Mr. Salvucci's comments, which I  
12 appreciated, that even though environmental air quality,  
13 excuse me, may not have been a primary consideration when  
14 this project was first imagined, it has become very  
15 important to the consciousness of -- certainly, of the  
16 people in Somerville, because when the Mystic View Task  
17 Force was doing its preliminary research on land  
18 transformations at Assembly Square, it became very apparent  
19 that there are very serious issues connected with  
20 Somerville's transportation deficit and air quality in the  
21 city, which can be linked to the very high number of excess  
22 deaths per square mile that Somerville has experienced in  
23 the past fifteen years. So I do not think that you should  
24 lose air quality issues from your concerns about the timing  
25 of this project.

1           Another thing I'd like to mention is that I think  
2 the T, actually, doesn't do -- that the T is so important  
3 to Boston. I mean, it's one of the prime factors in  
4 people's choice of where to live, and of -- I think of  
5 company's sense, too, of the livability of Boston. And I  
6 actually think there's a huge gap in the perception of  
7 people in eastern and western Massachusetts about that,  
8 because after all, the people in western Massachusetts  
9 benefit as a whole from whatever economic development takes  
10 place in the state.

11           And so, it may be true that gas taxes -- well, I  
12 think there should be an increase in the gas tax in  
13 Massachusetts, but I think that making the people in  
14 western Massachusetts understand that developments in the T  
15 actually help people, you know have the income to be able  
16 to do things like go to Tanglewood, to have vacations in  
17 western Massachusetts, to be interested in things like, you  
18 know, the effort to develop arts communities in places like  
19 North Adams, and you know, other areas in western  
20 Massachusetts.

21           I think of us one state. It's not always clear  
22 to me that they do, and I think that [inaudible]  
23 transportation -- I don't drive, I have two children. I  
24 lived in Union Square for ten years, and I've personally  
25 experienced how difficult it is to get around with small

1 children without really good public transportation. And I  
2 think it's part of a whole picture that you people at DOT  
3 could do a whole lot more to raise consciousness about.  
4 Thank you very much.

5 MS. NANCY FARRELL: Thank you.

6 *[Applause]*

7 MS. NANCY FARRELL: Okay. That's it. Okay. I  
8 see no other speakers, so I thank you all for coming this  
9 evening. I want to remind you, the comment period goes  
10 through November 18, that there are many ways that you can  
11 comment. And I thank you again for your participation and  
12 your passion. Good evening.

13 *(Adjourned)*

14 *(Hallway comments)*

15 MALE: Just state your name, and go right ahead.

16 MS. VANESSA GREEN: My name is Vanessa Green. I  
17 work with Clean Water Action and the National Diesel  
18 Cleanup Campaign, which is a collaboration of multiple  
19 individuals and groups across the country working to reduce  
20 diesel pollution. So I am making a comment tonight around  
21 air quality during construction. The presumed intent of  
22 the Green Line Extension project is to get people out of  
23 their cars and to reduce emission impacting our climate and  
24 [inaudible] health.

25 Another major source of air pollution affecting

1 climate and health is the burning of diesel fuel,  
2 particularly by older, less efficient engines, such as  
3 heavy duty construction vehicles and equipment. Black  
4 carbon, a component of diesel soot, was one of the largest  
5 contributing pollutants to global warming in the past  
6 century, and is now emerging as the second most important,  
7 but previously overlooked, factor. Diesel exhaust poses  
8 three times the lung cancer risk of all 181 other air  
9 toxics tracked by EPA combined and chronic illnesses  
10 aggravated by exposure to diesel particulate matter are  
11 common in urban neighborhoods like Somerville, including  
12 asthma, high blood pressure, cardiovascular disease, and  
13 diabetes.

14 Over half of U.S. black carbon comes from  
15 diesels, about forty-one percent from on road diesels and  
16 another sixteen percent from off-road diesels, while  
17 construction and mining equipment contribute about twenty-  
18 eight percent of the diesel particulate matter emissions in  
19 the state. According to the Clean Air Task Force, older,  
20 dirty diesel engines annually contribute to forty-three  
21 premature deaths, forty-five heart attacks, over 6,630 days  
22 of lost work productivity, and 38.681 days of minor  
23 restricted activity in Middlesex County alone. Economic  
24 costs associated with health and other impacts of diesel  
25 soot amount to as much as 1.6 billion in Massachusetts.

1           The manufacture and installation of cost  
2           effective technologies now available can reduce particulate  
3           matter and black carbon by at least ninety percent, while  
4           yielding twelve dollars in health benefits for every dollar  
5           spent on retrofit technologies. Replacing and scrapping  
6           older diesel engines or retrofitting them with filters  
7           provides one of the fastest and most economical ways to  
8           achieve immediate climate benefits, complementing long term  
9           efforts to reduce carbon dioxide emissions.

10           The Green DOT Environmental responsibility  
11           initiative calls on MassDOT to incorporate sustainability  
12           into all of its activities, from strategic planning, to  
13           project design and construction, to system operation, with  
14           reducing greenhouse gas emissions as one of three primary  
15           goals. Other states and cities have made commitments to  
16           cleaner construction practices by updating contract  
17           specifications to include requirements and funding for the  
18           use of cleaner or retrofitted engines on project sites.  
19           While the Green Line Extension project is delayed, MassDOT  
20           could and should commit to cleaner construction practices  
21           for development, construction, and renovation projects in  
22           our communities, including the Green Line Extension  
23           eventually.

24           That's it. Thanks very much.

25           MALE: Whatever you'd like to say.

1 MS. JESSA PIAIA: Yeah, I know. I just have to  
2 gather my thoughts. I'm like this -- I'm the same way when  
3 I sign greeting cards. I take like an hour. I won't do  
4 that to you [inaudible]. But -- okay. Oh, do I start.

5 MALE: Just say your name [inaudible].

6 MS. JESSA PIAIA: Okay. I am Jessa Piaia, and as  
7 -- I am a Somerville resident sent -- since 2005. I'm very  
8 happy to be here at this meeting tonight at the Somerville  
9 High School about the opening of the Green Line. I live in  
10 Union Square, and am very happy to see the plans and the  
11 projections for how the stations will be. And I think it's  
12 very good use. I have attended a few meetings over the  
13 last seven years, and was aware that you wanted to use the  
14 existing rail lines so that there will be minimal moving of  
15 the old lines to add the new, and as well as a minimal  
16 taking of others' property.

17 And my other comment is that I, like many people,  
18 am very eager to see the opening of the Green Line, to  
19 bring it to Union Square. So I recommend that the Green  
20 Line spur to Union Square, since it is a terminal point, be  
21 the first part of the project, because it will send the  
22 right message to all the others that this project is  
23 finally under way and will be coming to conclusion very  
24 soon. Thank you.

25 MALE: Thank you. You just state your name, and

1 go right ahead.

2 MR. JACK CONNELLY: My name is Alderman at Large  
3 Jack Connelly. I live at 17 Winslow Ave., which is about  
4 fifty yards from the rear of the Red Line Davis Square Head  
5 House on College Avenue. Back in the '70s, many of us from  
6 West Somerville were active in the planning and design, and  
7 then the eventual building of the Red Line, and the Davis  
8 Square Station speaks for itself. Over the last thirty  
9 years, Davis Square has become an economic attraction as a  
10 result of the Red Line.

11 The delay of the Green Line presents a huge  
12 setback for the city of Somerville economically, as the  
13 planning and the activities that have gone on from an  
14 economic revitalization of our community will be seriously  
15 delayed, notwithstanding the mitigation efforts that are  
16 obviously necessary. It is our concern, as elected  
17 representative of the city, that Mass. Department of  
18 Transportation do everything that is possible to expedite  
19 these delays so that we can build the Green Line ahead of  
20 the newly developed schedule. We realize this is a major  
21 task, but the major of building the Red Line, tunneling  
22 from Harvard, through Porter, to Davis, out of Alewife was  
23 a huge development for both Somerville and Cambridge.

24 It our belief that Somerville will be  
25 economically disadvantaged for the period of time that we

1 had originally planned for. As a result, we will again be  
2 set back. It's our concern that this happen with as much  
3 input that the community can raise. We will ever be  
4 present to do. I appreciate the opportunity to speak.  
5 Thank you.

6 MALE: Thank you very much.

7 MR. WILLIAM WOOD: Is it all right to move it,  
8 please?

9 MALE: That's fine. Just state your name and go  
10 right ahead.

11 MR. WILLIAM WOOD: My name is Dr. William Wood.  
12 There's a real problem in this Green Line that many of the  
13 stuff that they're bringing up today was brought up, like  
14 mitigation, seven -- four or five years ago. Now  
15 mitigation is becoming an issue. The Somerville people  
16 consistently discriminate against the Medford people when  
17 it comes to when we speak about things. When we research  
18 them, what happens is they then jump on the bandwagon, find  
19 out we're true -- telling the truth, and then they claim,  
20 constantly, that they brought it out. [GLAM] brought out  
21 mitigations in the first [ELT] meetings, way back.

22 The idea of tunneling. The idea of tunneling has  
23 been around a long time. They bring out now they want  
24 tunneling. We have Brian Sylvan, who is here if he'd like  
25 to speak on it, here to speak on it. We have had -- talked

1 about tunneling at least three, four years ago at the [ELT]  
2 meetings. It doesn't look like there's any consistency  
3 between what we did four or five years ago and what's being  
4 done today.

5 [Inaudible] I understand you need to rehash. I  
6 understand risk assessment. I understand mitigation. What  
7 I don't understand is why it wasn't listened to in the  
8 beginning when those of us who were educated in the field,  
9 who have gone through this before, or -- and experts in the  
10 field are saying it and nobody paid any attention. It was  
11 -- in our opinion, it was because we represent disabled  
12 people and environmental justice population. Somerville  
13 represents a white, middle class, wealthy population now.  
14 It doesn't represent that group. And we're the only group  
15 in the United States that represents that [EO] -- EJ and  
16 the disability population recognized by the federal  
17 transportation group. On that note, I think it's, again --  
18 we're being shut out from what we're saying.

19 Now, the Conservation Law Foundation should not  
20 be listened to for one reason. They did not once stand up  
21 for the environmental justice population or the disabled  
22 population. They claim twenty years of EPA. Well, I'll  
23 claim from 1964 there was civil rights action needing to be  
24 done. That's longer than EPA, longer than [inaudible], and  
25 yet they -- they're pitting one law against another for one

1 purpose, to address for the wealthy -- the wealthy  
2 businessman a development project that will destroy any  
3 part of Medford's environmental justice [inaudible]  
4 population. That's fifty percent of the city's population  
5 of environmental justice.

6 We had a meeting yesterday. They did not even  
7 address of -- taking notes on it or recording it. Hence,  
8 the environmental justice again -- the last -- and the last  
9 two things -- in the last two days has been discriminated  
10 against again. When are we going to follow the law, the  
11 law of civil rights? This is what this project has proven  
12 to me, that it's nothing more than a boondoggle. And if  
13 they don't do the kind of things they're talking in the  
14 risk assessment, we're going to wind up paying for the Big  
15 Dig all over again, more money that we need to spend fixing  
16 things for the next twenty years. Or, we'll wind up like  
17 the NWRA, where the state has to pick up every dollar of  
18 the money. Hence, we have a project [inaudible] NWRA, and  
19 we're still paying for the water thing. I was in complete  
20 agreement with cleaning the harbor out, but I'm not in  
21 agreement with paying for it the rest of my life, and the  
22 same thing will go for this. Thank you very much, and I  
23 think you should really file this with title six and the  
24 FDA. Thank you. [Inaudible].

25 MS. CAROLYN ROSEN: Carolyn Rosen.

1 MALE: Carolyn Rosen. Okay.

2 MS. CAROLYN ROSEN: [Inaudible]

3 MALE: Thank you. [Inaudible].

4 MS. CAROLYN ROSEN: This is Carolyn Rosen from  
5 Medford, chairperson of [GLAM]. I would just like to say  
6 that the MassDOT has put itself in a very terrible  
7 political position. When you read the risk assessment,  
8 they have never really identified truly what it would take  
9 to do this complicated project. And so they've set  
10 themselves up with supporters of the Green Line with  
11 unrealistic deadlines and have never really identified the  
12 true costs of the complexity of the project. So the issue  
13 about the delay causing escalation is really a fallacy when  
14 you consider that no one has really known what the real  
15 costs of the Green Line truly are with all the  
16 complications that have been added into that.

17 I fell that [GLAM] has supported the Green Line  
18 to College Ave. We do not at this time support it to Route  
19 16 because of the civil rights issues that we have seen,  
20 and knowing that the environmental justice population in  
21 West Medford is not in support of this particular project  
22 and the development that will cause displacement and  
23 gentrification upon their community, as well as the  
24 additional pollution of traffic coming into the area, along  
25 with other mitigation issues. We do believe that we should

1 -- we support the phase in of the Green Line, and stated so  
2 at the [SIP], and we'll be putting in further ideas around  
3 further mitigation. Thank you.

4 MR. WILLIAM WOOD: [Inaudible]. Thank you.  
5 Thank you, sir.

6 MS. CAROLYN ROSEN: Thank you.

7 MR. ARN FRANZEN: Hi. My name is Arn Franzen. I  
8 just wanted to leave a brief comment. There was comments  
9 tonight about whether or not people in West Medford were  
10 supportive of the Green Line out to 16. And I wanted to  
11 say that as a former West Medford resident and current  
12 property owner, my contact with people in my neighborhood  
13 is that they are all very supportive and would look forward  
14 to having the option of having the Green Line to 16. I  
15 think that's something that they would -- you know, people  
16 have mentioned frequently in neighborhood discussions.

17 I'm also a resident of Arlington and have heard  
18 people in Arlington frequently talk about, you know, the  
19 potential of having the Green Line in place, especially out  
20 to Route 16 and the connections to the regional  
21 transportation network as sort of a vital component of  
22 that, whether it's a connection to the Alewife Brook Path  
23 or other regional networks.

24 And I also work for the city of Somerville Parks  
25 and Open Space Program, and I see the potential of the

1 community path as a piece of the Green Life -- the Green  
2 Line as a vital component of the project. I think that the  
3 -- with the community path as a backbone, we can start to  
4 link a lot of the Somerville open spaces with a much  
5 stronger network. And I think that that needs to be in the  
6 Green Line as well. And that should do it. Thanks.

7 MALE: Thank you, sir.

8 *(Adjourned)*

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