

GREEN LINE EXTENSION - PUBLIC HEARING

The Public Hearing Concerning
The Green Line Extension Project
Draft Environmental Impact Report/
Environmental Assessment

Wednesday, November 18, 2009

APPEARANCES:

Nancy Farrell (Presenter / Moderator)

Katherine S. Fichter, (Presenter)
Massachusetts Department of Transportation
Office of Transportation Planning

CAMBRIDGE TRANSCRIPTIONS
675 Massachusetts Avenue
Cambridge, MA 02139
(617) 547 - 5690
www.ctran.com

INDEX

Number

Article

Page

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

P R O C E E D I N G S

MS. KATHERINE FICHTER: I think I'm going to start. We are waiting for the Mayor of Somerville, who is on his way. He is dealing with automobile traffic since we don't have the Green Line Extension yet. But I'm going to start just by explaining a little bit about what we're going to do this evening, and then my colleague Nancy is going to talk a little bit more just about the structure of how we're going run the comments. And by then, hopefully the Mayor will be here to speak to us, and then I'll go into the longer presentation that you see before me -- or behind me.

Welcome, everybody. My name is Kate Fichter. I am the Manager of Long-Range Transportation Planning for the Commonwealth of Massachusetts. I am also the Project --

[Applause]

MS. KATHERINE FICHTER: -- thank you. I am also the Project Manager for the Green Line Extension Project and, for people who are followers of this project, we are three years plus a month since we gathered in this room to kick off this phase of the environmental review process for the Green Line Extension; and I could not be more thrilled than to be here tonight. This is a huge milestone, and a lot of credit is due to the people who are sitting here,

1 who have worked with us and pushed us and never given up
2 and never gotten bored; and I am just really, really happy
3 to see everybody here tonight.

4 I'm going to start by defining two acronyms that
5 I'm going to be using a lot tonight. The first is MassDOT,
6 which stands for the Massachusetts Department of
7 Transportation. A lot of people who've come to our
8 meetings have heard me use the term "EOT" a lot in the
9 past, which is the Executive Office of Transportation. On
10 November first, we changed our name. We changed our
11 mission, and we changed our organizational structure. So
12 going forward, unless I slip up -- and please forgive me if
13 I do -- you will hear me use the term "MassDOT."

14 The other acronym I'm going to use a lot is the
15 DEIR, which is the Draft Environmental Impact Report, which
16 is this document. This is the document that we are here to
17 discuss tonight. This is a major overview study of the
18 environmental impacts of the Green Line Extension Project
19 as we understand them now. I'll talk in more detail about
20 what this document is, but I'm going to be using that term
21 a lot tonight, so is probably everyone who speaks. So I
22 just wanted to be clear that people knew what it was; and
23 if you picked up a copy of the Fact Sheet, which I hope
24 that you did on your way in and -- if you don't, please, on
25 your way out -- that talks more about it as well.

1 Just a few basics before we get going. For the
2 people who've seen me speak before, who've seen us run
3 public meetings for this project before, we typically have
4 a lot of give and take. People speak, I answer. We have
5 some conversation, some dialogue. Tonight is not really
6 going to be like that. This is a more formal event. I'm
7 going to do my presentation. Then Nancy and I are going to
8 sit. Nancy's going to help run the comments to keep
9 everything going smoothly, but really this is more like a
10 listening session. This is a time for the public to have
11 the floor. We're here to listen to you. Everything that
12 you say is being recorded by a professional stenographer.

13 We're also encouraging people to separately
14 submit written comments, and there's information on how to
15 do that in the Fact Sheet. It's also on the project
16 website. So it's going to be more formal. I'm not going
17 to be speaking very much until the end. So I just didn't
18 want people to be frustrated when I wasn't responding; and
19 for people who like to hear me talk, this might be
20 disappointing, it might not. We will do responses in
21 writing as we finalize the Environmental Impact Report; but
22 for tonight, it's mainly going to be you having the stage.

23 So everybody knows, we've got a big crowd here
24 tonight. I know we've got a long list of people who want
25 to speak, and we are asking people to sign up if you want

1 to speak. We will stay here until every last person who
2 wants to speak has had a chance to speak. If you're the
3 last person, you may be speaking to an empty room, but we
4 will still be here. So I didn't want people to get
5 concerned that we were going to cut you off at some point.
6 We're also being recorded by Somerville Cable. So if you
7 speak tonight, you have a chance of being on TV. And the
8 only other think I wanted to say is my parents are here
9 tonight. So please be gentle and help make me look good.
10 Okay. So I'm going to have Nancy just explain a little a
11 bit about how we're going to go tonight and then,
12 hopefully, the Mayor will speak.

13 MS. NANCY FARRELL: Thanks, Kate, and welcome to
14 everyone. I'm very happy to see you and to be with you
15 this evening. This is the public hearing on the Green Line
16 Extension DEIREA. The EA part is the Environmental
17 Assessment. As Kate said, the team will not be responding
18 to your questions tonight, and sometimes that can be a
19 little frustrating. Kate will want to respond to your
20 questions, and I will have to do this to her to stop her.
21 So please understand that this is for you to get your
22 opinions on the record, and that's the purpose of the
23 hearing.

24 Because there are so many people who do want to
25 speak, we are going to ask you to limit your comments to

1 two minutes. Now, you can say a lot in two minutes,
2 believe me, because I've done a lot of these meetings. I
3 will raise my hand when you reach the end of your two
4 minutes, ask you to wrap up your remarks; and if you go
5 over, then I will have to ask you to be polite and to stop
6 talking.

7 At the end of the night after everyone's had a
8 chance to speak, if you are burning to have another two
9 minutes, you can approach the microphone. We have a sign-
10 in sheet in the back for speakers, and we have a sign-in
11 sheet for elected official speakers. I am actually going
12 to ask the elected officials to also stay to the two-minute
13 limit, just so you know that. I will recognize them first,
14 however, because they often have to go to another meeting.

15 So please, if you want to speak, be sure to sign
16 up to be recognized. I already have thirty-three speakers
17 who have signed up. I will read the names three at a time.
18 You don't have to line up at the microphone, but that will
19 let you know that your name is coming up. You'll come to
20 this microphone right here in the front in the center. You
21 can speak to Kate and me. If you'd rather turn around and
22 speak to everyone else, you're welcome to do that as well.
23 I ask you always to be courteous and respectful of everyone
24 else's opinion.

25 So if the Mayor is here -- ah, here he is. I

1 will introduce Mayor Joseph Curtatone to make a few
2 remarks, and then we will start the presentation, which
3 will go pretty briskly, and then we will be very anxious to
4 hear what you have to say.

5 MAYOR JOSEPH CURTATONE: Thank you, Nancy. To
6 Kate's parents, she's doing a fantastic job. I really love
7 her. How about a round of applause for Kate's parents,
8 right? First, I'm going to be over two minutes. I'm just
9 going to be upfront, and I have to leave early, I
10 apologize. I usually stay for the whole thing. I have a
11 son down at the skating rink at hockey practice. I have to
12 drive him home.

13 Members of the state delegation could not be here
14 this could not be here this evening. They are in session.
15 Full support of this project, I want to thank them for
16 their help. As well, the members of the Somerville Board
17 of Aldermen may be trickling in. They have community
18 meetings going on tonight. But we want to welcome and
19 thank MassDOT officials and all the elected officials
20 representing this community from the community, including
21 Somerville Transportation Equity Partnership, all the
22 stakeholders in this city, the business community, my staff
23 at the Office of Strategic Planning and Community
24 Development, and Governor Patrick and former Secretary of
25 EOT, James Aloisi, for his hard work.

1 But on behalf of the City and our residents,
2 businesses, and employees, I applaud the release of the
3 Green Line Extension Draft Environmental Impact Report, and
4 offer sincere thanks, again, to MassDOT for committing to a
5 few things, a Route 16 terminus, full design of the
6 Community Path, and an analysis of alternate locations for
7 the maintenance facility. It's been mentioned, the DEIR
8 does represent a critical phase in the public evaluation
9 process and allows for preliminary engineering to begin,
10 which we've been waiting for for a long time. To that end,
11 the City welcomes the opportunity to comment on MassDOT's
12 work thus far, and I strongly encourage all of you,
13 residents and business owners, to offer written comment
14 prior to January 8, 2010.

15 In framing those comments and responding to this
16 draft EIR, we need to bear in mind that enhanced transit is
17 not only a worthy goal in its own right, but it is the key
18 to addressing a wide range of urban development goals and
19 complementing the City's overall planning, environmental,
20 and quality of life initiatives. Now, with these goals in
21 mind, we need to be sure that this project is fully
22 integrated into our larger vision for Somerville's future,
23 that it contributes to the solution of existing problems,
24 while anticipating future needs. We will, therefore,
25 continue to work to ensure that the future plans and phases

1 incorporate feedback from City officials and residents,
2 yielding the best and most appropriate design and
3 implementation strategies for our community as a whole, as
4 well as for our individual neighborhoods and squares.

5 As we have noted time and time again, the Green
6 Line will not only greatly improve air quality by reducing
7 the region's long-term over-reliance on cars, especially
8 since the addition of I93 through our community has
9 enhanced the many particulates in our air; but the overall
10 environmental benefits of the project will be vastly
11 increased through station design and siting that
12 prioritizes bus, bike, and pedestrian connectivity, full
13 mitigation of noise and vibration, strategic land use
14 designed to promote transit-oriented development, improve
15 quality of life, and the continued extensive public
16 process.

17 In each of these areas, MassDOT must expand and
18 improve its plans provided in the DEIR. In terms of
19 station design and siting, the DEIR proposes that no bus
20 routes be added, altered, or eliminated in anticipation of
21 the Green Line Extension. You'll see this. We believe
22 that appropriate rerouting of existent routes and potential
23 new routes need to be identified to better connect with the
24 stations before completion of the Green Line. The DEIR
25 presents land-takings at Route 16, implying a 300-vehicle

1 garage is included in the conceptual design, including
2 plans for vehicular pull-ins and large paved areas at other
3 stations. Our response will be -- is that no parking
4 facility should be provided at this location and that no
5 automobile accommodations should be provided elsewhere
6 along the line.

7 [Applause]

8 MAYOR JOSEPH CURTATONE: That land is needed for
9 transit-oriented development that will further benefit this
10 entire region, bringing much needed revenue back to this
11 area. Now, many people here tonight, I know, are
12 interested in learning more about the details and plans for
13 the maintenance facility and for mitigation, particularly
14 in the Inner Belt and Brickbottom areas. While in the DEIR
15 you'll see Yard 8 remains the preferred option, we maintain
16 that it does not meet any of the three criteria, quality of
17 life, transportation access, economic development, which
18 were developed by the City, and would clearly block
19 essential future connections between the Inner Belt,
20 Brickbottom, and Route 28.

21 Now, although you'll see Mirror H remains the
22 City's preferred alternative, Option L, which will be
23 described tonight, has merit as a potential location and
24 deserves detailed planning and design. These designs
25 should be made available for public review and input as

1 soon as possible. As an environmental justice community,
2 the City should assume the burden for storing new trains
3 only, not the old trains. Access should be provided from
4 Washington Street and a platform relocated, if necessary,
5 in order to provide strong pedestrian connections and,
6 furthermore, MassDOT should complete a full planning
7 process around a future Inner Belt stop designed to promote
8 and support the future high-density development of that
9 district.

10 Elsewhere, though, MassDOT has examined potential
11 noise, vibration impacts, of this project. We will respond
12 with prompts for additional and more detailed examination
13 and clearly defined, pre-agreed upon procedures for
14 additional mitigation and compensation if these target
15 impacts are not reached. The report you'll see tonight and
16 hear about represents an extremely positive step forward in
17 this process, and we do want to thank you. However,
18 there's still a lot of work that has to be done, and we
19 want to work together with you to make sure it is seen
20 through.

21 Now, as all of you know or most of you know, as I
22 previously mentioned, the Green Line Extension Project will
23 not only have positive lasting effects on transportation,
24 but also on the quality of life in this community. The
25 neglect of transportation resources in this City has had a

1 negative consequential effect on our neighborhoods for
2 decades. The extension of the Community Path now directly
3 coincides with the Green Line Extension; and the report, as
4 you will see and it appears, presents only fragments of the
5 path at various stations, with no unified conceptual plan.
6 We will stand firm by our mutual agreement and verbal
7 commitment by MassDOT to include a one hundred percent
8 design as an essential element in the Green Line Extension
9 Plan.

10 We'll also stand by our contention that it is
11 essential that both projects, the Green Line Extension and
12 the Community Path extension, be constructed
13 simultaneously. And I am confident --

14 [Applause]

15 MAYOR JOSEPH CURTATONE: I am confident that the
16 officials from MassDOT and all other participating state
17 agencies will also agree with me that community involvement
18 and public coordination should, and must, intensify as this
19 project progresses. Therefore, again, we encourage
20 everyone here this evening to submit written feedback by
21 January 8, 2010, as we all work together to ensure the
22 final plan preserves the character and identity of each
23 individual neighborhood.

24 Again, I want to thank you for coming here
25 tonight. I do want to thank the new Secretary Mullan,

1 former Secretary Aloisi, and the Governor, for their
2 commitment to see this project through. Let's make sure we
3 do it right. It's a one-short deal. Thank you very much.

4 MS. KATHERINE FICHTER: I actually want to start
5 by echoing and seconding something the Mayor said which is
6 that, while all of us here in this room have done a lot of
7 work, we still have a long way to go; and that's something
8 we need to do cooperatively, and it's something that I want
9 you to keep mind when you're thinking about commenting --
10 as I hear the train. The designs and the plans and the
11 recommendations that you see here represent about a ten
12 percent level. So although, as I say, we've done a lot, we
13 have a long way to go, and we're looking to you for input,
14 ideas, suggestions. Just keep in mind that we're early,
15 and we're going to be back a lot.

16 Actually, one thing I meant to do earlier and
17 forgot, can everybody please who's in the room who's a
18 member of the Green Line Extension Project Team just stand
19 up or wave. I just want people to recognize you and know
20 who you are. Don't be shy. Most of them are hiding over
21 here. But just so you know, if you do want to talk to
22 anybody after, that would be great. The other thing is,
23 folks hugging the back wall, don't be shy. Feel free to
24 come on in.

25 Okay. So let's get going for real. So why are

1 we here? As I said, we are here because we have released
2 the Draft Environmental Impact Report/Environmental
3 Assessment for the Green Line Extension. Just in case
4 anyone was wondering, the reason why it has two names --
5 the first part of it actually represents the state
6 environmental requirement, which is this report. The
7 second piece, the Environmental Assessment, is the federal
8 environmental requirement. We are doing these in
9 conjunction, which has some benefits and some negatives;
10 but that's why we always call it the DEIREA, which is quite
11 a mouthful.

12 As we said, this is a comprehensive assessment of
13 the environmental impacts of the project, presents the
14 conceptual project design, which is about the ten percent
15 level; and it's also a preliminary discussion of what we
16 would be proposing for some of the mitigation options to
17 offset some of the impacts that we're seeing. We're doing
18 the public hearing. We talked about that, and there's a
19 transcript being made that will be part of the official
20 record.

21 Again, just to reiterate, we are early in the
22 process. This is a sort of awkward table, but it gives you
23 just a sense of what we've done and how far we have to go.
24 I'll be talking a bit more about some of these steps, but
25 really this is just a visual to give you a sense of where

1 we are, and you see the yellow circle on the bottom.

2 So what happens after tonight? As I say, we
3 recommend, please, if you have the time, think about
4 submitting your comments on your own. Even though we're
5 keeping a record, it's best to have -- you have a chance to
6 say them as you want to in your words, and they'll go
7 directly to the Secretary of Environmental Affairs; and
8 they will be informed by those comments when they scope us
9 for our further work on this effort.

10 This other point is very important. We had a lot
11 of public requests that we extend the comment period beyond
12 its original date. We know that this is a big document.
13 This actually has to companion pieces that are not here
14 tonight. So we've given people until January eighth.
15 That's about as far as we feel like we can go and keep the
16 project moving. So anything you submit should be in by
17 January eighth; and again, the information for how to do
18 that is in the Fact Sheet, and it's also on our project
19 website.

20 Just very quickly, in case we have people who
21 haven't been following the project so carefully, how did we
22 get here? Some sort of mass transit service running out of
23 Lechmere northwest into this area has been proposed, I
24 believe, since the 1940s. There have been a lot of
25 different planning studies, and here we are. There have

1 been a lot of different planning studies, and this -- the
2 fact that we are here tonight owes a huge amount to the
3 grass roots advocates who have kept this project alive, who
4 carried it, who insisted the state make it a commitment and
5 stick to that commitment; and we really, all of us, owe a
6 debt of gratitude to all the people who've given a lot of
7 nights like this one to keep this project going. And
8 because of their work, this project is now a legal
9 commitment of the Commonwealth of Massachusetts. We are
10 required to extend Green Line service from Lechmere to
11 Medford Hillside in Medford and Union Square in Somerville
12 by the final day of 2014.

13 I'm not going to bore you with the details, but
14 that legal commitment is actually embedded in the Clean Air
15 Act. We are required to do it as part of the large-scale
16 mitigation for the Central Artery Project. So a lot of
17 what underlies the Green Line Project depends on the air
18 quality benefits that we project the project to provide;
19 and we have been working, as I said, on this current phase
20 since October of 2006.

21 Okay. This is the hardest slide, and I'm not
22 going to spend a lot of time on it, but I'm sure a lot of
23 people in the audience have questions. People have talked
24 to me about this. How is the MBTA going to afford this?
25 How is the Commonwealth going to afford both build it and

1 then to operate it? There's stuff in the newspaper every
2 day about the state of the Commonwealth's finances, about
3 the state of transportation financing. That's something I
4 live with and work with all the time. That's something I
5 know people are worried about. So I just wanted to talk
6 very, very quickly about this just to kind of leave you
7 with a couple of ideas that might be helpful when you're
8 thinking about this project and thinking about your
9 comments.

10 First of all, there are sort of two major types
11 of funding -- and I'm really simplifying this -- but there
12 are two major types of funding that the MBTA needs to run
13 its system. The first is capital funds or construction
14 funds, which allow them to build new things, and that's
15 what we will be looking for to fund the Green Line
16 Extension, the actual construction of it; and then there's
17 sort of day-to-day operating money -- what does it take to
18 turn on the lights, to pay the drivers, to keep the
19 vehicles fueled, those kinds of things.

20 When people talk about the big gap in MBTA
21 finances, they tend to be talking more about the everyday
22 operating, but it really affects both things. And as a
23 result, it affects what we do on the Green Line Extension
24 because every time we need to make a decision about how big
25 the project is going to be, where is it going to go, is it

1 going to have this feature or that feature, we're always
2 having to think about those funding constraints, both on
3 the construction side today and in the next couple of
4 years, and on the long-term operating side, because we are
5 bequeathing this project to the Commonwealth, and it will
6 then have to run as part of the T System. So that really
7 does affect us, and I know that we all wish it didn't but
8 it does, and it's something that we think about all the
9 time.

10 People may have heard of the D'Alessandro Report
11 which came out in the last few weeks, kind of another
12 itemization of the T's -- another detailed itemization of
13 the T's funding issues. The bottom line for our purposes
14 is that funding is very precious right now for
15 transportation. We need to be very careful with it, and we
16 need to think every time there might be an amenity or sort
17 of an extra that people would like to add onto a project,
18 we may not necessarily be able to do it.

19 The Governor has said very clearly he is
20 committed to this project. That's very important. It puts
21 us in a very special place, and we're trying to hold onto
22 that; but please be aware of the financial considerations
23 when you're thinking about your comments. And this is
24 actually sort of a new issue that has changed since I was
25 here in March, the last time we really talked about this

1 project together. Some of this stuff is new and is
2 affecting how we think about things differently.

3 So why are we doing this? Why are we extending
4 the Green Line? There are a lot of reasons, and probably a
5 lot of people in this room have different reasons; but
6 there are a bunch that we tend to think about a lot. The
7 first, very basic, Somerville and Medford are communities
8 that we call transit-friendly. These are places that have
9 a lot of characteristics that make them really ripe for
10 very good public transit. They're very dense, high
11 populations, a lot of people don't own automobiles. There
12 are a lot of reasons why people want to go into the core of
13 Boston. All of these things make this a good place for
14 better transit than what you have now.

15 I talked about the air quality. That's part of
16 the legal commitment. We're clearly looking to reduce the
17 existing traffic congestion that the Mayor had to deal with
18 this evening. We all know the traffic's really bad here.
19 We're also looking at providing new opportunities for
20 economic development. We've seen that all over the
21 Commonwealth when we've put in new transportation
22 infrastructure, and we really believe it can happen here
23 now; and we are projecting currently 52,000 new boardings,
24 which is new boardings and alightings, people getting on
25 and off at the new Green Line stations after it opens. Is

1 that for 2030? That's what we'd be looking to see in 2030.
2 So those things all together make this a very strong
3 project, and makes it certainly one of our top
4 transportation priorities right now. Another train --

5 Okay. So what are we looking to propose to do?
6 Oh, that's really hard to see, isn't it? All right. If
7 everybody looks at their Fact Sheet, there's a map of the
8 project in the Fact Sheet. We are proposing roughly a
9 four-mile extension of the Green Line northwest from a
10 relocated Lechmere station. I assume most people know that
11 Lechmere needs to be relocated. I'll talk about that a
12 little bit more in a second.

13 We're looking at six new stations in Somerville
14 and Medford, and we'll be making use of the existing Lowell
15 and Fitchburg commuter rail rights of way. That's a really
16 important point for this project that I want people to
17 remember. We are using existing rail rights of way, which
18 means we are having extremely limited impact on the
19 residential and business neighborhoods which is really
20 important. It's one of the things that makes this is a
21 really, really good project and really great for the
22 communities around it.

23 So we are doing the Main Line branch, which we
24 are currently proposing to College Avenue in Medford, and
25 then a secondary branch -- not secondary but a smaller

1 branch to Union Square in Somerville. Doing this project
2 meets the legal air quality requirements that we are
3 committed to. The station locations that are proposed here
4 are unchanged from what we've been proposing for a long
5 time. If you've come to any of our meetings in the past,
6 you'll have seen these proposals. They've been well vetted
7 in the public. We feel comfortable with them now.

8 We're certainly eager to hear from people on
9 specific details but, taken generally, we are imagining
10 these stations as what we call neighborhood stations.
11 They're embedded in neighborhoods. They're not big, sort
12 of Alewife-style stations that are outside of residential
13 fabric. We want them to be places that people can walk to,
14 that people can bicycle to, that fit in nicely, and that
15 means both in terms of how they relate in space to the
16 neighborhoods around them, but also in design and
17 architecture. We're looking to do what we can to tailor
18 these stations to fit the neighborhoods that they're in.

19 Following on something the Mayor said, we have
20 proposed for some of the stations limited short-term
21 automobile drop-off and pickup. This is sometimes called
22 "kiss and ride," which is sort of a weird, cute term. We
23 know there are concerns about this, and I would say that
24 the reason we have proposed it is because our sense of how
25 communities work is that, even if you don't provide a place

1 for people to do drop-off, they will do it anyway. Two
2 stations that I use a lot are Harvard Square and Central,
3 both in Cambridge, both as dense as you can imagine, and
4 people are still doing automobile drop-off and pickup, just
5 because that's what people do. They take people to the
6 subway when they have luggage, when they've got little
7 babies; and if you don't provide some safe place for people
8 to do it, even for a few minutes, you can create safety
9 issues. So we're going to be working with the City to try
10 to find a way to make that palatable, but for now we're
11 thinking that's a good idea.

12 Also, on the bus issue, we fully agree that these
13 stations need to be well integrated with the bus network.
14 We are proposing, for now, to retain the existing bus
15 system. We've heard from a lot of people that a lot of the
16 existing bus routes are very important to them. We don't
17 want to change those until we have a better sense of how
18 the Green Line Extension works in these neighborhoods.
19 Over time, as the Green Line settles in, as people start to
20 use it, as travel patterns become clear, we may look to
21 modify the bus network; but for now, we're trying to align
22 the stations as well as possible with existing bus stops,
23 and we will continue to do that as we go forward.

24 The other piece I wanted to talk about -- a piece
25 that I'm sure a lot of people are interested in tonight --

1 is the proposed extension from College Avenue then onto
2 Route 16, Mystic Valley Parkway, which is close to the U-
3 Haul place, if anybody's ever had to move and rented their
4 own U-Haul. We have proposed that we believe that the best
5 version of the Green Line Extension goes all the way to
6 Route 16. At the moment, we cannot afford to do that final
7 piece. So what we are proposing is that by 2014, by our
8 legal deadline, we will meet the legal requirement, and we
9 will bring the Green Line to Medford Hillside. We have,
10 for the moment, slated funding for the 2016 to 2020
11 timeframe to do that remaining piece.

12 So we are still thinking about this as a complete
13 project, but we are having to think about it in phases
14 because of financial reasons. And some people have asked
15 me, "All right, I'm looking at this document that talks
16 about everything all the way to Route 16, but I don't know
17 if you're going to do it in the short-term. How do I
18 comment on it, how do I think about it?" I would suggest
19 that you comment on the whole thing because the whole thing
20 is being presented here. We've evaluated impacts for the
21 whole thing, but again, we'll be coming back in phases to
22 talk about big pieces of the project. So there'll be other
23 opportunities, but I'd encourage you to think about it now
24 as well.

25 Okay. The Community Path the Mayor mentioned,

1 this is a very important part of the project. It is a
2 multi-use path that is projected to run alongside the Green
3 Line between Cedar Street -- is that right -- Cedar Street,
4 potentially beyond into the North Point area, and then
5 hopefully eventually feeding into the Charles River Basin,
6 some of the existing paths that would bring people into
7 Boston. We have committed to perform up through final
8 design for the Community Path between Cedars and North
9 Point. We think this is really important. At the moment,
10 we're not able to assume financial responsibility for the
11 construction phase, but we also agree that it would be
12 optimal to have it done in conjunction with the Green Line
13 Extension, and we're looking to work with the City. We're
14 really eager to keep working on this together to figure out
15 how we can do it because we also feel like it's a really
16 important thing.

17 Okay. So as the Mayor mentioned, part of the
18 Green Line Extension Project is the construction of a
19 maintenance facility -- maintenance and storage for the
20 Green Line vehicles that will serve the north side of the
21 system. We need to build this facility somewhere as part
22 of this extension project. The existing maintenance
23 capacity for the Green Line is not sufficient to handle the
24 new load that will be brought by the extension. In
25 addition, the facilities are not located in the right

1 place. To not have a maintenance facility or to not have
2 it correctly located will hamper the service. It will make
3 it inefficient. It will introduce some of the problems
4 that people may have experienced elsewhere on the Green
5 Line, and we're really hoping to eliminate as much as
6 possible.

7 So let me just walk people quickly through where
8 we are on this. The DEIR talks about it in depth, which
9 I'm sure we'll be hearing about tonight. But just a sort
10 of quick overview, we are proposing a location known as
11 Yard 8. That's a traditional railroad site. It's in the
12 Inner Belt neighborhood of Somerville. That is the
13 analysis that you will see in the document. We've talked
14 about that in depth in the past. We understand that
15 there's a lot of concern about that location within
16 Somerville for a number of different reasons, and we are
17 sensitive to that, and we are continuing to try to work to
18 find some other solution that meets everybody's needs.

19 So in service of that, we are proposing, and we
20 are already undertaking, additional analysis, both of the
21 so-called Mirror H site, which straddles Cambridge and
22 Somerville. It makes use of part of the NorthPoint area of
23 Cambridge, if people are familiar of that, and several
24 parcels in Somerville. That's a location that's been
25 proposed by Somerville. We know there's a lot of interest

1 in it. We've done some analysis, we'll be doing some more.

2 We are also looking at a new site which is what
3 we are calling Option L, which is here, which is a site we
4 haven't considered in the past. We are beginning the
5 analysis of it now. We hope to have that ready for vetting
6 in the public hopefully next month. It has some
7 advantages. It is close to BET, the existing Boston Engine
8 Terminal, which we know is an interest. It doesn't block
9 the middle of Inner Belt the way we've talked about in the
10 past. It does have some additional costs, additional other
11 issues, property acquisition issues, that we're trying to
12 figure out.

13 So the bottom line is that we are still working
14 on this. The analysis that you see here is for Yard 8. So
15 if you want to comment, please comment on Yard 8. That is
16 what is before the Environmental Agency right now, but
17 we're going to continue to work with it, and we're going to
18 be back out in the public probably before Christmas to talk
19 about this more.

20 Okay. Very quickly, numbers are not my thing,
21 but I know people are interested in the cost of this
22 project. So we wanted to put them up here. They're also
23 actually in the Fact Sheet, if people want to look at them
24 there. You don't need to write them down. But we tend to
25 think about our costs in two ways. We did our initial

1 analysis in 2008. So we have them in 2008 dollars, and
2 that's about \$804,000,000, and then we also have to do
3 analysis in what's called "year of expenditure." When you
4 build a project like this, you don't spend everything all
5 at once obviously. You have a cash flow over a certain
6 number of years, and this is a way of sort of representing
7 that idea. It's higher because we're spending into the
8 future, and money gets more expensive as you go forward.

9 Keep in mind, please, these numbers represent the
10 extension project without the Mystic Valley Parkway/Route
11 16 addition that we talked about; and we have here both
12 capital and operating. Question, how are we going to pay
13 for all this? We're hoping to receive federal funding to
14 help us with the construction costs. We would be hoping
15 for about fifty percent federal funding. We are in the
16 process of applying for that money now. That is a long and
17 complex process, and we will be competing against transit
18 projects all over the country. So we believe this is a
19 good project, a competitive project. We think it meets a
20 lot of the needs that the federal government is looking for
21 when it looks to fund transit project, but you never know.
22 So we need to keep working as hard as we can, and we'll
23 also be looking for your support as part of that
24 application to help make this strong against all of the
25 other projects going on.

1 So project impacts -- project impacts are sort of
2 the heart of what's in a DEIR. That's really why you do
3 it, to try to identify how is a project going to change the
4 physical environment in which it's being introduced, and we
5 really think about impacts in two ways. There's the
6 natural environment, which is things like air, water, other
7 things that sort of -- plants, those kinds of things. We
8 then look a lot at the human environment, which means
9 historic resources, noise, vibration, automobile traffic,
10 all of the different ways in which a big infrastructure
11 project will influence the communities in which it's going
12 into.

13 The important point to make here, the Green Line
14 Project is a very low-impact project. You can never do any
15 big project, particularly in an urban community that's
16 dense like this one, without having some kind of impact;
17 but relatively speaking, this one is really low, and one of
18 the reasons for that is because we're making use of the
19 railroad corridors that I talked about earlier.

20 So just a couple of points, we've identified here
21 the number of buildings and intersections that are impacted
22 on noise, vibration, and traffic metrics. These may seem
23 like big numbers but, keeping in mind that we're dealing
24 with thousands of structures in this corridor, this is
25 actually pretty low on the property side, which we know is

1 of a lot of interest to people. The really big point is
2 that we have zero private houses displaced. That's a huge
3 thing. We've worked hard to do that, and we're really
4 proud of it. Thank you.

5 [Applause]

6 MS. KATHERINE FICHTER: The acquisitions that we
7 are talking about are primarily small ones. When we're
8 dealing with residential, there's slices of backyards. We
9 know that's obviously really important to people, and we're
10 going to be dealing with it very sensitively; but we're
11 really proud of the fact that we don't have to touch
12 anyone's home. That's a huge thing. We are looking to
13 take some commercial buildings. As we get farther along
14 into the process, we'll approach owners about how we do
15 that. There's a process of appraising the properties and,
16 if you're a business, you're actually eligible for
17 relocation. It's an involved process, and we're not there
18 yet; but we actually have some information on our website
19 about how this will happen, and we'll be continuing to work
20 with the communities and the homeowners as we go forward.

21 My last two slides are on what are our sort of
22 proposed mitigation. Keeping in mind that this is early,
23 but we feel pretty comfortable with the ideas that we're
24 putting out there; and as we move forward, we'll be looking
25 to work more closely with neighborhoods, sort of micro-

1 neighborhoods, and then with residents and business as
2 well. On the noise side, we'd be looking at things like
3 noise walls and barriers, the kind of things that you
4 sometimes see along highways, although we'd be looking for
5 designs that are much more sensitive than what you usually
6 see on highways.

7 In places where sound walls may not be
8 appropriate or may not be effective, we'll be looking to do
9 actual insulation in structures, new windows, other kinds
10 of insulation. We can also do things actually with the
11 rail and the tracks. We can lubricate them to cut down on
12 sounds, squeaking, and we can use continuously welded
13 track, which also sort of stops the like tha-tha-tha-tha-
14 tha-tha sound that you often hear with the trains.

15 Vibration, which is a corollary to noise, there
16 are things we can do at the track level. We can put
17 ballast mats under track which absorb some of the
18 vibration, and we can also do special things with the track
19 to try to reduce it. Keeping in mind this is light rail,
20 Green Line, it's a trolley. It's not like commuter rail.
21 It's not like Amtrak. It's not heavy like that. It does
22 still make sound and cause vibration, but it's less than
23 what you would get with a traditional railroad. There is a
24 lot more information on this in the DEIR as well, and we'll
25 have more information to come.

1 Similarly, on traffic, we have proposals for the
2 intersections where we do expect to have some effect.
3 We'll be looking to make pedestrian improvements. We'll be
4 looking to do roadway and signal improvements. Some of
5 these may, in some cases, improve existing conditions.
6 Obviously, for Lechmere, which is sort of a special
7 circumstance, we're going to be looking to do some
8 significant roadwork that was proposed as part of the
9 NorthPoint project; and we'll be working with the
10 communities to actually look at parking enforcement. We
11 know this is of particular interest in Medford, and we'll
12 be working on that as we go forward.

13 And I think, just one point to make about
14 mitigation, mitigation can become a very emotional issue,
15 as I think probably people know, and it's appropriate.
16 We're looking to put something big in a neighborhood, and
17 it's going to change things; and people get worried, and I
18 completely understand that. And we'll be looking to work
19 really individually with people to come up with a portfolio
20 of mitigation that works. We don't want to put in things
21 that don't work. Sometimes people ask for things because
22 they've heard about them or they think they're going to be
23 good, and they won't necessarily. So we're going to work
24 with you to figure out the things that really are effective
25 and then to get those implemented.

1 So I'm going to close in a second. This photo is
2 from the D Line, the Riverside Branch. Our stations are
3 not going to look like this; but a colleague of mine took
4 this picture, and I thought it was really beautiful, so I
5 wanted to use it.

6 Just quickly on next steps, what happens now? We
7 have tonight, everybody submits their comments either
8 tonight in speaking or they'll do them in writing in the
9 next month or so. The Massachusetts Environmental Policy
10 Act Office will sort of give us guidance on where do we go
11 from here, do we need to do more work, how do we answer all
12 the questions and comments. We will go through that
13 process in the winter and the spring if we need to.

14 We're simultaneously looking to move into the
15 next big phase of this project which is called Preliminary
16 Engineering, which will move us beyond the ten percent
17 design level that we're at now into something closer to
18 thirty percent. We'll be doing a lot of work out here. We
19 already have people doing survey work. We're going to be
20 doing geotechnical work. You may see people in the right
21 of way doing that. We will be out a lot more doing public
22 involvement. It will probably change somewhat from what
23 we've done once we sort of have basic consensus on a broad
24 design of the project.

25 We're going to be working closely on things like

1 station design, how do the stations work with bicycle
2 connections, road connections, pedestrian connections.
3 We're really going to be working with people on those
4 particular issues. So please don't get sick of us because
5 we're going to be back. Please keep participating. Please
6 do comments, and I will be quiet and let Nancy take over,
7 and thank you.

8 MS. NANCY FARRELL: Okay. In case you just came
9 in, I just want to remind everyone that there is a sign-up
10 list to speak and that all speakers will get two minutes.
11 We already have about two and half hours worth of speakers.
12 So that is why I will cut people off at two minutes. We do
13 want to hear what you have to say, but you can supplement
14 your oral comments with written comments. We will begin
15 with the first group of speakers, Lauren DiLorenzo from
16 Medford, Leo Sacco from Medford, and Frank Gilberti. And
17 please, when you come to the microphone, please tell us
18 your name and address.

19 MS. LAUREN DILORENZO: Lauren DiLorenzo, I'm the
20 Director of the Office of Community Development for the
21 City of Medford. The comments that I make tonight will be
22 brief, and they will be focused on the City of Medford,
23 though I think some of the issues may also relate to
24 Somerville. The purpose of this meeting really is for us
25 to express comments, and the task before city

1 administrators and interested individuals is really to read
2 the Draft Environmental Impact Report and to offer comments
3 about whether we feel the information is sufficient to
4 analyze the project and its environmental impact, and also
5 to look at the mitigation that's being proposed and
6 identify whether it's sufficient or not; and that ultimate
7 task will go to the MEPA Office to make that determination.

8 But is the intent of the state agency, MassDOT
9 now, to have this draft filed and considered a final
10 document; and this is not really about support of the
11 project or not support of the project, but it's really
12 about review of some technical information. And there is a
13 lot of valuable information that's been prepared, but there
14 is a lot of information that's missing also. The comments
15 that I submit -- I won't detail every item. You're
16 probably saying thank you. But the ultimate determination
17 that I have made is that the DEIR is inadequate, and that a
18 final Environmental Impact Report should be prepared.

19 The other issue that's of real concern to me is,
20 and I think a lot of people will say when they get up in
21 their comments about information that is missing and
22 particularly about the terminus at Mystic Valley Parkway.
23 The state is actually asking for two things. Now, when
24 somebody comes in to build a project in the City of Medford
25 or anywhere, you don't submit a filing on two sets of

1 plans, and say we'll take a piece of this, we'll a piece of
2 that. You make your decision, you submit your plan, and
3 that project is reviewed; and I think that's missing here.
4 I believe that really the College Avenue to Mystic Valley
5 Parkway has to have a separate filing with a DEIR and an
6 FEIR.

7 There are so many issues that have been raised,
8 legitimate issues, and particularly about siting and
9 property acquisition; and the state itself has said that
10 they feel this is the worst-case scenario. Why would you
11 present a worst-case scenario in a plan and ask for that to
12 be your preferred alternative? I don't understand that
13 and, because of time, I think there's plenty of time.
14 That's it?

15 MS. NANCY FARRELL: That's it.

16 MS. LAUREN DILORENZO: Oh, my gosh, that's fast.
17 Okay. Thank you.

18 MS. NANCY FARRELL: Thank you. Leo Sacco, the
19 Chief of Police from Medford.

20 MR. LEO SACCO: Good evening. Leo Sacco, the
21 Police Chief in City of Medford. I'll try to be brief. I
22 didn't realize two minutes was that quick, but obviously
23 we're keeping time. I just have a number of concerns
24 regarding what I read. I have to say thank you for the
25 material that was there. It's very comprehensive, and I

1 know it's going to help us with some other projects that
2 are happening in the City. But I have several concerns,
3 the construction area itself, the scope of the work, the
4 parking for the construction workers, how do we access the
5 area when they are working should they need assistance from
6 emergency crews.

7 The intersections -- seventy-five intersections
8 were studied, I believe, in the whole project. At least
9 fifteen of them are in Medford, and every one of the
10 intersections in Medford were either E or an F-level of
11 service for the roadway for the vehicles; and the
12 pedestrian it was D, E, and F for the number of
13 intersections that were reviewed there. The concern is,
14 how do you make a bad situation better, and I'm not sure
15 that I saw that there, even with the mitigation, without
16 taking away available parking for the businesses that will
17 end up folding.

18 Again, it's just not enough information. Drop-
19 off and pickup areas, I know that's been addressed already,
20 but that's obviously a concern. We all know it's going to
21 happen, and how it takes place and where it takes place
22 will be a problem. Traffic control signal upgrades are a
23 necessity in the area to move the traffic. I know there's
24 a number of intersections, the problem with the walk
25 lights, the pedestrian lights are defective and deficient.

1 The traffic control lights themselves are deficient in the
2 level of flow.

3 Again, in the spirit of keeping it brief and
4 allowing other people to speak, those are my concerns. I
5 have to say, as the Chief, I'm very happy that traffic and
6 parking is the number one issue in the City of Medford,
7 that it isn't violent crime, but it's serious enough that
8 it gets the attention of every person in the City. Thank
9 you.

10 MS. NANCY FARRELL: Thank you, sir. Frank
11 Gilberti, the Fire Chief in Medford, and next will be Karen
12 Rose, the Director of Public Health in Medford.

13 MR. FRANK GILBERTI: Good evening, thank you. My
14 name is Frank Gilberti, Chief of the Fire Department in
15 Medford, and some of my comments may be redundant, as Chief
16 Sacco touched on. But I'll be talking about a few of the
17 issues affecting emergency response regarding the Green
18 Line. Land use alternatives, depending upon the plan
19 chosen, may require demolition of up to ten structures in
20 Medford, and they speak of track relocation. Steep walls,
21 as the report implies, may be necessary, and emergency
22 access point along the entire route of the tracks is a
23 very, very serious concern of mine.

24 Regarding the traffic, considerable thought must
25 be given as to what is referred to as "peak hour turning

1 movement volumes" at these station locations.

2 Specifically, how will these calculation projections affect
3 emergency response, not only to the facilities, but through
4 other areas throughout the city. On a temporary level,
5 when we talk about construction, construction of the
6 project itself, the roadwork, bridge work, road detours, et
7 cetera, and all other aspects of the infrastructure need to
8 be addressed -- the infrastructure disruption.

9 Noise, noise mitigation -- there's mention of six
10 to twelve-foot walls, possibly six to twelve feet in
11 height. Areas along these walls need to be addressed for
12 access. So basically in a nutshell, access for us --
13 emergency response -- is very, very critical. There's talk
14 about storm water and the possible overflow of the storm
15 water and discharge into Mystic River and its pollutants.
16 That's a very, very serious concern of ours. Not much was
17 addressed regarding hazardous materials in the report.
18 However, permits, of course, will be required for
19 demolition and proper forms will also be required, 21E
20 forms or 290 forms.

21 Basically, what's going to be guiding us as the
22 --

23 MS. NANCY FARRELL: You need to wrap up, please.

24 MR. FRANK GILBERTI: Pardon?

25 MS. NANCY FARRELL: You need to wrap up.

1 MR. GILBERTI: Okay. Basically what's going to
2 be guiding the Fire Department is standard NFPA standard,
3 and I'm sure you're well aware of that fixed railway
4 systems. Thank you. Thank you for your time.

5 MS. NANCY FARRELL: Thank you. Karen Rose and
6 then Cassandra Koutalidis.

7 MS. KAREN ROSE: Good evening. I will try to
8 shorten my comments. As far as the air quality, I think
9 that in the report it talks about a slight increase in
10 diesel particulates relating to moving the tracks. I think
11 this should be a five-star project, as it looks like you're
12 trying to make it. I think we should mitigate existing
13 conditions and really make the quality of life much better,
14 the health of people's lives much better. The
15 Transportation Reform Act signed by Governor Patrick on
16 June twenty-sixth of this year requires MDPH to study
17 health effects exposure of fine and ultrafine particulate
18 air pollution upon populations located close to sources of
19 such pollution. This would be an ideal time to bring them
20 in and make the benefits in the mitigation of the Green
21 Line Extension.

22 Station design, I also agree, College Ave. in
23 particular, with the five-point intersection, seems
24 dangerous, especially with the entrance on the bridge side,
25 as well as the Route 16, Mystic Valley. Also, indoor air

1 quality at the stations, there's a comment in there -- and
2 I won't read it because I'll waste my time -- indoor air
3 quality mitigation doesn't also equate to what happens to
4 the outdoor air quality when those same odors, irritations,
5 and harmful effects are moved outside.

6 Regarding noise and vibration, I think there were
7 not enough studies done. There's on three noise meters,
8 two vibration, and one combo unit in Medford. It's very
9 hard for somebody like myself that needs the detail to be
10 able to see higher incidents. Obviously, in the report it
11 states that the 10 decibels equals a doubling of perceived
12 loudness. We need to really take a better look at that.
13 Obviously, using the maximum of noise barriers and
14 insulation would be ideal. Work for demolition and
15 construction -- a huge issue for us. Pest control, dust
16 control, noise, all of that -- we need much more detail
17 than what we have. It's very hard -- and I realize this is
18 ten percent -- but it's very, very hard to deal with that.

19 I also, just on socioeconomic and environmental
20 justice, have some concerns regarding elderly because of
21 the housing project and our immigrant population, which
22 isn't reflected. Thank you.

23 MS. NANCY FARRELL: Thank you. Cassandra and
24 then Diane McLeod from Medford.

25 MS. CASSANDRA KOUTALIDIS: Good evening. My

1 name's Cassandra Koutalidis. I'm the City Engineer with
2 Medford, and I left my comment letter in the car so I will
3 be brief. We are submitting written comments, as you know,
4 and tonight I want to concentrate on two key areas for me
5 that are the widening of the bridges as well as storm
6 water.

7 For the bridge widenings, we have four bridges
8 that are beings considered, North, Winthrop, College, and
9 Harvest Streets. The approach grades to three of those
10 bridges, the railway bridges, have to be considered, I
11 think, in the final EIR. You need to look at the
12 intersections, as well as any neighboring driveways,
13 passing and stopping site distances, and also in terms of
14 pedestrian safety some of my colleagues have touched on.

15 I'm also curious about what's going to be
16 happening in terms of these bridges. You're saying that
17 you're not closing them at all, you're keeping them open;
18 but we all know that, when people realize that a bridge is
19 under construction and traffic is slow, they start to take
20 detour roads. So I'd the FEIR to look at the roads that
21 could be impacted and increased traffic as a result of
22 these bridge widening and bridge reconstruction projects.

23 In terms of storm water, there is one chronic
24 important area that you need to consider in the final EIR,
25 and that is the flooding beneath the Harvard Street Bridge.

1 That will not go away, it will get worse, and I'd like the
2 document and the studies to consider how you can capture
3 and store and attenuate the storm water flow after the rain
4 event has passed. There are options. If you look at
5 adjacent properties, if you can find something in the
6 street, I think that's a project that could be undertaken
7 as part of the final studies.

8 I'm also concerned about any increase in peak
9 flows to our system, as well as maintaining our system's
10 connections to the drain lines that are in the right of way
11 that go out to the Mystic River currently. You're showing
12 underdrains. You're showing potential groundwater pumping.
13 I'd like to know if there's going to be any pumping to the
14 city's systems and what the capacity impacts would be. On
15 Orchard Street and in that area, we're clearly over
16 capacity, and we need to have some consideration made for
17 that. Thank you.

18 MS. NANCY FARRELL: Thank you. Diane McLeod from
19 Medford, and then we'll have Monica Lamboy from Somerville.

20 MS. DIANE MCLEOD: Thank you. My name is Diane
21 McLeod from Medford. I'm the Diversity Director for the
22 City and, in that capacity, serve as ADA Coordinator, as
23 well as Liaison to the Commission for Persons with
24 Disabilities. My first concern is that, at ten percent
25 design, it's impossible to review this document for

1 accessibility. It's just -- you can't do it. At several
2 locations in the report, I noted that it states it will
3 comply with state and federal regulations, that's it. With
4 an active population of persons with disabilities who rely
5 on public transportation, it's imperative that the
6 facilities as well as the local areas and paths of travel
7 to the stations are both safe and fully compliant.

8 Many times over the years I've been told by both
9 public and private entities, designers, et cetera, not to
10 worry, the project will be accessible, and that doesn't
11 always happen. It's not the reality at all. Until the
12 detailed site plans of the facility and specifications are
13 available for review, it's impossible to comment for HP
14 access, but it must be fully compliant with 521 CMR as well
15 as ADAAG. Thank you.

16 MS. NANCY FARRELL: Thank you. You're the first
17 person who's spoke less than ten minutes, congratulations.
18 Monica, and then Alderman Dennis Sullivan and Alderman Bill
19 White and Alderman Jack Connolly.

20 MS. MONICA LAMBOY: Good evening. I'm Monica
21 Lamboy, the Executive Director of the Mayor's Office of
22 Strategic Planning and Community Development for the City
23 of Somerville. First, thank you. This is a tremendously
24 important day. We're really pleased to be at this point in
25 time. I understand the amount of work that has gone into

1 the project to get it to this state.

2 Before I move into specific remarks, I want to
3 talk about the context of Somerville which is, I think,
4 important to keep in mind. Somerville was a city built
5 around seventeen train stations that was almost completely
6 built before the auto was a dominant use in households, and
7 so the trains were taken away and the fit with the auto has
8 been difficult. That's why we see congestion. That's why
9 we see difficulty with parking. It's a community that
10 craves increased access to transit. Even today with only
11 one station in Somerville, the percentage of population
12 using transit to get to work is equal to that of Brookline,
13 a city with sixteen stations within it. So we're looking
14 forward to getting the six stations, and I include Route
15 16, which is a station in Somerville among those. We are
16 very pleased to have that station.

17 I do want to speak to the importance of bus
18 connectivity, pedestrian connectivity, and bicycle
19 connectivity, as paramount over the auto. I know there's a
20 lot more work to be done, but right now the pedestrian
21 connections and the bicycle connections I don't think are
22 optimal. We want to work with you on that. The neglect to
23 address the bus routes, I think, is a mistake, and we need
24 to work to look to that. The bus routes that we have right
25 now are very much east-west dominated, but not north-south

1 dominated. So the Lowell Street, for example, doesn't have
2 a bus on it. We would like to see all the stations
3 designed with bus pullouts, that the bus routes could come
4 in later. We're also doing some transportation modeling
5 ourselves, bus being one of the items that we're going to
6 work on for the citywide.

7 The stations need to be compatible with the
8 neighborhoods, but I'm also hoping for some architectural
9 elements that might stand out. If you think of the train
10 stations that were built eons ago and how important they
11 were to the design, the designs that we're seeing are not
12 that interesting. Again, we'd want to work with you on
13 that. Noise and vibration and the quality of life
14 mitigations are very important. How is MassDOT going to
15 address individual households' needs and make sure that
16 they really are addressed before the stations open, or that
17 we address it later on as we find out things while they're
18 running.

19 But the two largest issues I would point out is
20 in our Inner Belt and Brickbottom area. The Yard 8 option,
21 I really do appreciate that there's look at the Mirror H
22 and at the L, but Yard 8 really needs to be removed from
23 the options. It's not an acceptable option.

24 [Applause]

25 MS. NANCY FARRELL: You have to finish now,

1 please.

2 MS. MONICA LAMBOY: And the Brickbottom Station,
3 which is actually closer to Washington Street, is really
4 important to the economic development of that area and
5 doing that right is important. Thank you.

6 MS. NANCY FARRELL: Thank you. Alderman Dennis
7 Sullivan and then Alderman Bill White.

8 ALDERMAN DENNIS SULLIVAN: Good evening. I want
9 to point out that my colleagues Jack Connolly and Maryann
10 Heuston were earlier, but they had to leave for a public
11 meeting. Like my previous speaker said, that the placement
12 of the maintenance facility is paramount. The people at
13 Brickbottom have put up with enough. It's in a commercial
14 area. They've got a trash reception center down there.
15 Placing a maintenance facility next to it will just
16 exacerbate the situation down there. So the current
17 proposal is unacceptable.

18 [Applause]

19 ALDERMAN DENNIS SULLIVAN: Please. I want to
20 commend STEP. They've held a lot of community meetings,
21 also my colleague Rebekah Gewirtz, Housing and Community
22 Development, around this issue. Please take into
23 consideration the construction impacts and operation
24 impacts once the stations are built in our neighborhoods --
25 noise, vibration, and traffic concerns. We need greater

1 involvement. People have to be involved on the location
2 and the design of the train stations. What I've seen so
3 far, I'm not impressed. I think that we need greater
4 outreach.

5 Stations should be handicapped accessible,
6 pedestrian accessible, and have greater access for
7 bicyclists, including places to lock up bicycles. And
8 also, I would like to see commuter rail accessibility only
9 if the commuter rail could be converted to electric so it
10 doesn't negatively impact our air quality because what
11 we're trying to do here is improve our air quality. Thank
12 you very much.

13 MS. NANCY FARRELL: Thank you, Alderman.
14 Alderman Bill White.

15 ALDERMAN BILL WHITE: Good evening. Ward 3
16 Alderman Tom Taylor was ill this evening, and he's going to
17 be submitting written comments.

18 MS. NANCY FARRELL: Thank you.

19 ALDERMAN BILL WHITE: I'm going to confine my
20 comments to Yard 8 because I believe that Yard 8 is a
21 really bad decision.

22 [Applause]

23 ALDERMAN BILL WHITE: Let's look at the record.
24 Let's look at the facts. That's what the Commonwealth is
25 obligated to do in these environmental impact reports. The

1 City of Somerville is one of the most densely populated
2 communities in the United States. We have one of the
3 poorest tax bases of similarly situated communities in
4 Massachusetts. We require large tracts of land, like the
5 Inner Belt, like Brickbottom, to be used for development,
6 for good type of development --

7 [Applause]

8 ALDERMAN BILL WHITE: -- development that'll
9 bring in tax money, development that will bring vibrant
10 neighborhoods. That's the reason why the Green Line
11 Extension is supposed to be built. Rapid transit like that
12 is supposed to improve neighborhoods. If you site Yard 8
13 the way you propose to do it, it will fly in the face of
14 everything that good transportation policy dictates, in
15 fact. It will be a shortsighted decision that will cost
16 the City of Somerville and that will cost the Commonwealth
17 of Massachusetts millions of dollars over a thirty to
18 fifty-year period, us for property taxes, the Commonwealth
19 from payroll taxes.

20 You know, every once in awhile you see
21 horrendous, shortsighted decisions that are made by this
22 state. We suffered by it with the construction of Route
23 93. Many times the decision-makers are able to hide in
24 obscurity. Well, I'm going to promise you folks if, in
25 fact, Yard 8 goes through where it is, I'm going ask that

1 the Somerville Library create some library shelf space, and
2 we're going to call it "DOT's Folly," and we're going have
3 the information there. We're going to have the names of
4 the decision-makers.

5 [Applause]

6 ALDERMAN BILL WHITE: So twenty-five and thirty
7 years from now, when people are shaking their heads and
8 saying what a horrible decision it was to site the
9 maintenance facility at Yard 8 and how it cost the City of
10 Somerville millions of dollars, everybody will know who's
11 responsible for it. Your parents are here. You don't want
12 to be responsible for that.

13 [Laughter]

14 ALDERMAN BILL WHITE: Let's not make it DOT's
15 Folly.

16 MS. KATHERINE FICHTER: Thank you, Alderman.

17 ALDERMAN BILL WHITE: Thank you.

18 MS. NANCY FARRELL: Thank you.

19 [Applause]

20 MS. NANCY FARRELL: Alderman Rebekah Gewirtz from
21 Somerville.

22 ALDERMAN REBEKAH GEWIRTZ: Well, it is hard to
23 follow-up Bill White. He is terrific. Thank you for the
24 opportunity to testify today. My name is Rebekah Gewirtz.
25 I'm the Ward 6 Alderman, and I'm the Chair of the Housing

1 and Community Development Committee of the Board of
2 Aldermen. My colleague Dennis Sullivan spoke. He's on
3 that committee, as is Alderman Bill Roche, who I know was
4 with us here earlier today.

5 In the capacity as Chair of Housing and Community
6 Development, I have worked really hard to try to create a
7 space where members of the community, STEP and others, and
8 the administration and the Board of Aldermen, can all come
9 together to talk about what we want to see in terms of the
10 Green Line Extension, and make sure that we are all on the
11 same page. Three major things have come to the forefront
12 that I wanted to speak on today. I know have limited time.

13 I want to first talk about the maintenance
14 facility. I cannot echo enough what both of my colleagues
15 have said and what I know the Mayor said earlier and what
16 Monica Lamboy -- to her credit, she has done a terrific job
17 as well -- has said about the location of the maintenance
18 facility. We understand that we have to have the
19 maintenance facility. We don't like it, but we don't want
20 it at Yard 8. It's going to negatively impact the
21 residents at Brickbottom and other residents, and it's
22 going to cut off our economic development potential at the
23 Inner Belt. What we want to have the state look at is
24 Option L and also Mirror Scheme H, and I cannot emphasize
25 that enough, that we do not want Yard 8. We do not want

1 Yard 8.

2 [Applause]

3 ALDERMAN REBEKAH GEWIRTZ: I also want to make
4 sure that the construction of the Community Path doesn't
5 get lost in this conversation. I know it's been mentioned
6 earlier before. We need to make sure that we have a
7 comprehensive construction of the Community Path.

8 [Applause]

9 ALDERMAN REBEKAH GEWIRTZ: We are doing a lot of
10 exciting things here in Somerville with respect to getting
11 people walking and biking and exercising, and one thing
12 that we're definitely moving forward with is bike sharing;
13 and so I want to make sure that we get that the extension
14 of the path so that at each one of these stops we can have
15 the potential to have bike-sharing opportunities there as
16 well.

17 And lastly, and maybe most importantly, although
18 it's hard to rank, is the community input part of this and
19 making sure -- STEP has requested that there be a citywide
20 advisory group. I support that. I think that we should
21 have that. I think you should create that, and I want to
22 make sure that it's accessible to immigrants and to people
23 who don't speak English as their first language so that
24 everybody in this community can participate in this
25 process.

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

3 ALDERMAN REBEKAH GEWIRTZ: Thank you very much.

4 MS. NANCY FARRELL: Thank you. Councilor Craig
5 Kelley from Cambridge.

6 MR. CRAIG KELLEY: Thank you very much. I'm very
7 excited about the Green Line Extension. Little of it goes
8 through Cambridge, but what does in Lechmere is important
9 to get right, and that's actually going to set the tone for
10 the rest of the development farther out towards Medford.
11 We need to get Lechmere Station right. As the Mayor said
12 earlier, this a one-shot deal. When this project goes
13 forward, we can't go back and say, boy, we wish we would've
14 done something differently. I know the people in East
15 Cambridge have some great ideas for relocating Lechmere
16 Station, and I hope that those great ideas are incorporated
17 into future decision-making.

18 I think the Mayor is also correct when he says we
19 don't want parking at these things. This is mass transit.
20 We don't want people driving in -- I live in Cambridge but,
21 if I lived in Medford or Somerville, I wouldn't want folks
22 driving in from Reading and parking at the station down the
23 street from me.

24 [Applause]

25 COUNCILOR CRAIG KELLEY: So we want them to take

1 buses there. We want to make sure the bus routes are going
2 to work. I will reiterate again, and I'm sure it'll be
3 done again and again, this is a one-shot deal. Once it's
4 built, it's done. Once the planning's at the thirty
5 percent state, it's probably kind of done, too. So we need
6 to make sure we don't get there faster than is wise, and we
7 wind up with a good project. Thank you.

8 [Applause]

9 MS. NANCY FARRELL: Thank you. We're moving to
10 the public comment portion. I'll take a break again later
11 and see if there are any more elected officials. The first
12 three public speakers are Tom Gilbert, William Yuricchio,
13 and Robert Martel. Are you here, gentlemen? Tom Gilbert?
14 Hey, Tom.

15 MR. TOM GILBERT: Hi, my name is Tom Gilbert.
16 I'm from the Teele Square region in West Somerville. I
17 think for the most part, I think it's really great that
18 we're moving along here and really making this reality. At
19 the same time, I guess I have the same concerns that a lot
20 of the elected leaders have as far as regarding like public
21 domain, you know, various houses would have to come down
22 because -- you know, especially around the Route 16 area, I
23 know that's pretty sensitive and everything.

24 And I guess having more studies and what's
25 actually going to happen I think would really be a good

1 idea. And I think, as far as noise vibration, hasn't the
2 MBTA or MassDOT ever looked into like retrofitting a lot of
3 these Green Line cars with rubber wheels? They used them
4 in Europe. They're a lot quieter and might even be easier
5 on the tracks actually. So I think that'd be one good
6 idea, to retrofit rubber wheels to the Green Line trolleys.
7 Thank you.

8 MS. NANCY FARRELL: Thank you. William
9 Yuricchio?

10 MR. WILLIAM YURICCHIO: First, thank you for much
11 hard work and many good developments. As a taxpayer, I
12 want to know why MassDOT has been pushing Yard 8 for the
13 maintenance facility and storage yard. The Department of
14 Transportation's own studies suggest that Yard 8 is three
15 to fifteen million dollars more expensive than Mirror
16 Scheme H, but that's just the tip of the iceberg. Yard 8's
17 mitigation costs have been grossly underestimated, and that
18 doesn't even include legal costs that are sure to follow.
19 By contrast, Mirror Scheme H needs little mitigation and
20 will produce minimal litigation.

21 Yard 8 will kill the development opportunities
22 and the tax revenue potentials of the Inner Belt. This too
23 represents real money. Mirror Plan H, by contrast, will
24 not inhibit that economic growth. Yard 8 will disrupt
25 Brickbottom, a key creative community and anchor in the

1 redevelopment of the area. Mirror Scheme H is away from
2 existing and proposed residences and will have minimal
3 impact. Please think about the future. The decisions we
4 make now will affect not just the lives of the people in
5 this room here tonight, but they will affect generations to
6 come; and when you add up the cost to taxpayers and the
7 permanent loss of tax revenues from the Inner Beltway, the
8 implications are profound. Thank you.

9 MS. NANCY FARRELL: Thank you. Hi.

10 MR. ROBERT MARTEL: Hello, I'm Robert Martel, the
11 Property Manager for the Brickbottom Artists Building.
12 Would the residents of Brickbottom that are here raise your
13 hand or stand up, please?

14 [Applause]

15 MR. ROBERT MARTEL: Okay. I could speak for the
16 residents of Brickbottom to say that there hasn't been one
17 of its 220 residents and workers who has ever mentioned to
18 me any opposition to the Green Line Extension. However,
19 the storage and maintenance Yard 8 proposal is unacceptable
20 across the city, yet we don't have a finished analysis of
21 the alternative sites. The analysis on Mirror H offered in
22 the DEIR is essentially the same analysis offered a year
23 ago. Unused land at the BET, that's the Boston Engine
24 Terminal, has not been thoroughly considered, and we don't
25 know why. H, the less expensive alternative, is often

1 discounted on a basis of a supposed NorthPoint development
2 which is now dead and a pipe dream.

3 The City of Somerville, long accommodating the
4 needs of transportation of infrastructure, has produced an
5 alternative in Mirror H, the overwhelming majority of which
6 is sited to Somerville; and yet all the consideration seems
7 handed to the City of Cambridge's now defunct dream of
8 NorthPoint. Future NorthPoint developers, should they
9 appear out of the ether in our lifetime, can modify now
10 shelved plans with build-overs, the relocation of parking
11 structures and commercial development that will accommodate
12 and mitigate adverse impacts that the storage and
13 maintenance will otherwise have on residential. Today
14 there is no residential property in close proximity to
15 where NorthPoint dream floats. However, Brickbottom
16 residents are here now.

17 [Applause]

18 MR. ROBERT MARTEL: There are no plans of
19 substance and no details for mitigation during
20 construction, especially as it concerns noise, vibration,
21 and soil contaminants. There are categories mentioned, but
22 it's very shy on the specifics. The decibel level
23 mentioned for Brickbottom was measured on the quieter
24 northeast end of the property. The southwest end is the
25 noisier end. Why weren't measurements taken there? The

1 Brickbottom Artists Building is the only residence in the
2 Green Line Extension that will be flanked on two sides by
3 the Green Line trolley line rails. Why don't we have an
4 analysis of sound and vibration on both sides?

5 The City of Somerville and its residents need
6 regular oversight meetings for residents and stakeholders
7 to meet with DOT and qualified experts to perform detailed
8 oversight and community contact before, during, and after
9 construction. We need to have written agreements about
10 such oversight with DOT before the MEPA process concludes.
11 We need written agreements as to the nature and extent of
12 mitigations before construction. Mitigations, in fact,
13 have yet to be identified.

14 MS. NANCY FARRELL: You need to wrap up, Mr.
15 Martel.

16 MR. ROBERT MARTEL: We need a public process that
17 can oversee the implementation of mitigations before and
18 during and after construction. Thank you.

19 MS. NANCY FARRELL: Thank you very much.

20 [Applause]

21 MS. NANCY FARRELL: We have Jeff Roelofs, John
22 Kyper, and Michael Hegarty coming up.

23 MR. JEFF ROELOFS: Good evening. I'm Jeff
24 Roelofs, attorney for Brickbottom, and my first two
25 comments really are directed at the public. This document,

1 although it's entitled the Draft EIR, you should know is
2 being asked by the Department of Transportation, MassDOT,
3 to be treated as the final EIR. The only reason this
4 public meeting is happening tonight is because this project
5 is within the MEPA process. The Department is looking to
6 end the MEPA process. Your first comment, when you submit
7 your comments in writing, should be, "Keep the MEPA process
8 open, require the preparation of a Final Environmental
9 Impact Report."

10 [Applause]

11 MR. JEFF ROELOFS: Don't lose sight of that
12 because that is your context for additional public
13 involvement in any meaningful context. My other point to
14 the commenters is that your comments, to be most effective,
15 should tie into the 2006 decision from the Secretary that
16 defined the scope of what was supposed to be done for this
17 document. So if you have a concern, I assume that in that
18 document they required -- the Secretary required DOT to
19 address that concern -- tie your concerns and your comments
20 and requests for more information and analysis into that
21 scope because you're more likely to get the Secretary to
22 require something further if he agrees with you that that
23 particular aspect of the scope was not satisfied.

24 Now, my comments are to the MEPA -- is the MEPA
25 review analyst here tonight?

1 MS. NANCY FARRELL: Yes, yes.

2 MR. JEFF ROELOFS: Okay. Obviously, my view is
3 that a final environmental impact report is required. This
4 document does not satisfy the requirements for a
5 comprehensive environmental impact report. We should be
6 asking for more complete alternatives analysis with respect
7 to the maintenance facility and storage yard, not only
8 looking for additional sites or different configured sites
9 to accommodate what has been stated as the need for this
10 facility, but also to evaluate whether this mack daddy of
11 facilities is what really is needed. Because if the
12 facility needs are downsized to something more reasonable,
13 something targeted at addressing the additional train lines
14 that's involved with this extension, the acreage that's
15 going to be required to accommodate those storage cars, the
16 storage yard and maintenance facility's going something
17 less. That's going to open up additional alternatives for
18 consideration.

19 [Applause]

20 MS. NANCY FARRELL: You're out of time, Mr.
21 Roelofs.

22 MR. JEFF ROELOFS: Thank you.

23 MS. NANCY FARRELL: Thank you. John Kyper?

24 MR. JOHN KYPER: I'm John Kyper. I am the
25 Transportation Chair of the Massachusetts Chapter of the

1 Sierra Club. Usually when I come to these public hearings
2 about proposals like the Urban Ring or the Silver Line bus
3 schemes, my standard line is, "This is a flawed proposal,
4 let's go back to the drawing board." Here, I am very happy
5 to support the Green Line Extension into Somerville and
6 Medford. I believe, obviously, there are various issues
7 that need to be addressed. Certainly, Yard 8 needs to be
8 totally reconsidered and give a serious review to the other
9 two proposals that are on the table. They seem to be far
10 more satisfactory for the needs of the surrounding
11 communities.

12 I happen to live Roxbury's Fort Hill
13 neighborhood, and I was a witness twenty-five, thirty years
14 ago to the building of the new Orange Line southwest
15 corridor. I mean, I think you should look at the
16 experience there to learn what went right and what didn't
17 go quite so right. Particularly with, you know, issues
18 like drop-off at stations. Some of the stations leave
19 something to be desired, especially Jackson Square. And
20 also, as somebody who no longer owns a car and depends upon
21 the T and lots of walking, make sure that this is optimal
22 design for pedestrians and for bicyclists, for people who
23 do not depend on cars or choose not to.

24 [Applause]

25 MR. JOHN KYPER: And so this is a project that is

1 really, as was expressed, is long overdue. When I first
2 moved down from Vermont in 1969 and took the Green Line out
3 to Lechmere for some reason or another, my first reaction
4 was, "Why does it end here?"

5 MS. NANCY FARRELL: And, unfortunately, you have
6 to end there.

7 [Laughter]

8 MR. JOHN KYPER: Yes. Well, the irony is I
9 learned many years later that the current Lechmere Station
10 looked so shabby because it was built as a temporary
11 station because they were --

12 MS. NANCY FARRELL: And that was not a joke, Mr.
13 Kyper. You're out of time.

14 MR. JOHN KYPER: Seriously, thank you.

15 MS. NANCY FARRELL: Thank you. Michael Hegarty,
16 Scott Coolidge, and Adelaide Smith, are our next three
17 speakers.

18 MR. MICHAEL HEGARTY: Hi, Michael Hegarty, East
19 Cambridge resident. I want to start by saying how
20 enthusiastic and how happy and how much I support and how
21 excited I am about this entire project. I think, you know
22 -- I know I personally, and I think my neighborhood and the
23 community all resoundingly support this project. That
24 being said, having spent a bit of time looking through the
25 current Draft Environment Impact Report, I am, for a number

1 of reasons which I think I and other people can cite, I'm
2 of a mind that it is not sufficient to function as a final
3 environmental impact report on this particular process.

4 I think, as a community, we deserve further
5 oversight, further research, further development,
6 particularly in terms of design, access, bike and bus
7 interactions. I have two visions, if you might, that I'm
8 going to share on this in lieu of making more in-depth
9 comments on particulars. One is on a maintenance facility.
10 I'm going to make the novel suggestion that the maintenance
11 facility does not belong in any of the proposed locations
12 nor did it ever. I think there is excess capacity at the
13 Boston Engine Terminal that needs to be seriously looked
14 at.

15 [Applause]

16 MR. MICHAEL HEGARTY: I think there is
17 considerable excess capacity to the north and the west of
18 the areas underneath Route 93 and proximate to that
19 corridor that can be easily be utilized. As has been said
20 a number of times by people, we've got one shot to do this
21 for a transportation infrastructure we're going to be
22 living with for a hundred-plus years. There's no reason to
23 do it wrong the first time. There's no reason to site a
24 maintenance facility of the scope that's proposed in any of
25 those proposed locations.

1 The second thing I want to share is just the
2 general context that I have found myself looking at this
3 process in, and it may be "pie in the sky" and it may be
4 instructive. I'm going to propose to you that this project
5 is not about building a rail line. Okay? I sincerely
6 believe what this project is about is about environmental
7 mitigation and, in turn, sustainability and that the
8 project is about economic development; and I think, both as
9 our elected officials, state and local staff members, and
10 the community, if we look at this project in that light and
11 start looking at what we're doing in terms of meeting those
12 goals, we will have gone a long way to addressing most of
13 the concerns that people have raised. Thank you.

14 MS. NANCY FARRELL: Thank you, Mr. Hegarty.
15 Scott Coolidge and then Adelaide Smith.

16 MR. SCOTT COOLIDGE: Thank you. I am a resident
17 of Brickbottom, and right now, as most of you know, on one
18 side of Brickbottom we have an active commuter line going
19 out towards Framingham. We have a waste transfer station,
20 and we have McGrath and O'Brien. On the other side, as you
21 well know, is the Green Line. Now, just visualize for a
22 moment, if the edge of the Brickbottom building was there,
23 the Green Line both tracks would start about here, this
24 first row. You'd go back about twenty feet, and that's
25 where the maintenance facility would be. And as you know,

1 it's a multi-level building. So again, as most people have
2 said, it seems to be completely unacceptable for all of us.
3 Thank you.

4 [Applause]

5 MR. NANCY FARRELL: Thank you, sir. Adelaide
6 Smith, Connie Blazyk, and Carolyn Rosen, the next three.

7 MS. ADELAIDE SMITH: Adelaide Smith. I'm also a
8 resident of Brickbottom, and I would like to just quote
9 from the Secretary's Certificate just to speak more to what
10 people have been talking about. But first I'd like to say
11 that our manager is right, no one is against the Green Line
12 at Brickbottom. I mean, we know where we built this
13 artists' enclave. So it's not like don't put anything
14 there.

15 However, the Secretary's Certificate reads, "No
16 segment of the population should be denied environmental
17 benefits or should bear a disproportionate burden of
18 environmental impacts." And I would suggest that, in fact,
19 that is what's being done to those of us who live in
20 Brickbottom. We are the only residential building in the
21 area. If we had the maintenance facility and/or the
22 storage, we will have light blocked from artists. Sound
23 and vibration is, as has already been said, going to be
24 probably impossible to mitigate; and we have 220 people,
25 including children, who are going to be impacted by this. And

1 also, I'd just like to say, you know, severe economic
2 issues really should not be able to mitigate these issues.
3 We can't say there's not enough money, and therefore we
4 have to do something. Thank you.

5 MS. NANCY FARRELL: Thank you. Connie Blazyk?

6 MS. CONNIE BLAZYK: Hi, my name is Connie Blazyk.
7 I'm also a member of the Brickbottom community and a very
8 concerned citizen about the Yard 8 maintenance facility and
9 storage yard proposal and the DEIR. As many others have
10 said, the proposed Yard 8 maintenance facility and large
11 storage yard will take 11.5 acres of land from the City of
12 Somerville, much of it privately held, land that is already
13 permitted and zoned for development; and it will remove it
14 from the City's commercial tax base.

15 The Yard 8 proposal also creates a permanent
16 barrier to neighborhood cohesion by dissecting the Inner
17 Belt from the Brickbottom area. The Yard 8 facility and
18 storage yard will have a severe impact on the residents of
19 Brickbottom, as well as other residents in the area.
20 Contrary to what has been said here tonight, there will be
21 no ramification in terms of impact on residents, and that
22 is particularly the case in terms of mitigation as outlined
23 in the DEIR. It is simply confusing and inefficient. Only
24 40 residences in Brickbottom will get any soundproofing out
25 of a building of 155 units. Brickbottom, as well as other

1 impacted buildings, including the Glass Factory, need
2 mitigation, especially noise and vibration mitigation, in
3 place before construction not after.

4 [Applause]

5 MS. CONNIE BLAZYK: We need a process in which to
6 address mitigation issues during construction, as well as
7 after the fact, providing us with a means of redress if
8 specific project goals are not met. And a very sad example
9 of that was recently born to light in The Boston Globe, a
10 story of a woman living in the Sullivan Square area, having
11 lived in a home for thirty years and she has redress.
12 There's no money left with which for her to rectify her
13 situation.

14 Finally, the Yard 8 decision did not involve the
15 Citizen's Advisory Group in evaluating potential sites for
16 the maintenance facility and storage yard. Additionally,
17 mandated land use planning was not performed. That is a
18 violation of the Certificate of the Secretary's mandate for
19 community involvement in this project. The DEIR and what
20 has been said here tonight, promises were made to more
21 fully examine both the Mirror H and L --

22 MS. NANCY FARRELL: Time, please.

23 MS. CONNIE BLAZYK: -- Options. We will be
24 waiting. We applaud those details. We want to see them
25 very soon. Thank you very much.

1 MS. NANCY FARRELL: Thank you. The next three
2 speakers are Carolyn Rosen, Peter Marquez, and George
3 Gabin.

4 MS. CAROLYN ROSEN: My name is Carolyn Rosen.
5 I'm the chairperson of GLAM, and we have membership in the
6 audience. I'm not going to repeat much of what the
7 Brickbottom attorney already said because that was part of
8 my speech. This is an open-ended environmental contract
9 that basically asked us to trust EOT. Basically, it says,
10 we're going to recommend Yard 8, but we're going to study
11 Yard 8. We're going to put a 300-car parking garage at
12 Route 16, but we're not going to a parking garage at Route
13 16. This is an open-ended environmental contract that's an
14 oxymoron that does not provide details with meaningful
15 outcomes.

16 GLAM has filed a civil rights case with the
17 Federal Transportation Administration around the lack of
18 environmental justice and disability authentic
19 participation within this project. That civil rights case
20 is now under review by the FTA and includes a lack of
21 participation up to hate crimes that have committed against
22 our groups that we have informed EOT of, of which they have
23 shaken their head and said, I have no responsibility.

24 We are now also talking to attorneys about an
25 injunction between taking this project from College Ave. to

1 Route 16. We do not believe that the impact upon our
2 community of taking land acquisition and property taxes
3 that are up to \$400,000, and we can test EOT's numbers as
4 being inaccurate in this report, another shoddy job that
5 they've done, and the impact on a HUD housing program that
6 houses people with disabilities and people of African-
7 American, who are vulnerable populations.

8 We do not believe that one federal law trumps
9 another federal law around civil rights. This project is a
10 joke in the fact that there is not enough money to even
11 maintain the systems that we have right at the moment.
12 GLAM is recommending that Route 16 be dropped out of the
13 DEIR due to its heavy mitigation impact on EJ populations,
14 and we are asking that this project be slowed down until
15 money can be identified.

16 MS. NANCY FARRELL: Time. Thank you, Ms. Rosen.
17 Peter Marquez, George Gabin, and Rob Cassel.

18 MR. PETER MARQUEZ: My comments will be brief. I
19 just want to thank everybody for doing the work they have
20 done so far. However, the DEIR is inadequate. I believe
21 that more work needs to be done in order to fully flesh out
22 the environmental impacts and quality of life impacts,
23 which are cursory at best in this report. Noise and
24 vibration is additive, and we need to consider that as we
25 move forward.

1 Secondly, I think one thing I have not heard
2 mentioned at all is any report on the chemical runoff from
3 the maintenance facility itself, its impact on groundwater
4 and the Charles River Basin at its current location.
5 Lastly, I would like to also commend and recommend that the
6 Community Corridor Planning Group that's done excellent
7 work in trying to bring together more community involvement
8 and addressing principles to guide this development process
9 be fully considered and incorporated into the process.
10 Thank you.

11 MS. NANCY FARRELL: Thank you. George Gabin?

12 MR. GEORGE GABIN: My name is George Gabin. I'm
13 an artist resident at Brickbottom. I have been a resident
14 since its inception some twenty-three years ago, and I've
15 been through all kinds of developments in the area,
16 including the commuter rail facility which, in your report,
17 talks about how wonderful this new facility will be, so
18 much better than a commercial building that may be some
19 fifty to twenty feet higher.

20 But I was there -- I was there and watched when
21 the commuter system was built, and I remember the pounding
22 day and night of concrete pillars being pushed into the
23 soil because it was unstable, and I lived with that. I
24 lived with it all the way through, and now the idea of
25 living again, not a half a mile away, but some eighteen

1 feet boggles the imagination of anybody. We are a creative
2 group of people who are being threatened, and the threat is
3 without end. From the moment your bulldozers come, we will
4 be in misery; and it will not end as long as we stay in
5 that building, and yet we are stuck. We are the victims of
6 this project, and I say to you, I'm seventy-eight years old
7 -- soon I'll be seventy-nine -- if it comes to it, I will
8 be the first one laying down in front of those bulldozers.

9 [Applause]

10 MS. NANCY FARRELL: Thank you, sir. Rob Cassel,
11 and then the next two speakers are Gina Kamentsky and Ramon
12 Bueno.

13 MR. ROB CASSEL: George, you're a tough act to
14 follow. Hi, I'm Rob Cassel. I'm also a resident at
15 Brickbottom; and I'd like to speak briefly about a point
16 that a number of folks have brought up today, an area where
17 I believe the DEIR is deficient, and that's with the
18 Community Path and how that's been laid out. I think the
19 Community Path provides not just bicycle access, as many
20 people think of it but foot access and, tied into the
21 stations correctly, is going to be a tremendous asset for
22 areas that aren't particularly near the stations that are
23 being proposed for the Green Line, will draw in even more
24 passengers, get more cars off the road, and encourage more
25 economic development.

1 I'm particularly concerned about one area of the
2 Community Path, and that's the area near the Brickbottom
3 Station and connecting through to Lechmere and, in
4 particular, how the Yard 8 and maintenance facility siting
5 constrains the travel of the Community Path through that
6 region. I think that some of the proposed plans are not
7 practical in terms of how they've been laid out with
8 various grades, both for bicyclists and for pedestrians;
9 and I think they don't offer good connectivity at the
10 Brickbottom Station. So, yes, this is really about Yard 8
11 yet again, and I hope that message is coming through. And
12 I will point out there's no one that I've heard so far say
13 no Yard 8 -- sorry, no maintenance facility in Somerville.
14 That's not what this issue is about. It's about a question
15 of having the best possible plan in that area. Thank you.

16 MS. NANCY FARRELL: Thank you. Gina Kamentsky?

17 MS. GINA KAMENSKY: Hi, my name is Gina
18 Kamentsky. I'm an artist resident at Brickbottom. I just
19 want to make a simple point. I'm very against the
20 maintenance facility. You know, I use public
21 transportation, I bicycle. I'm very into the idea of
22 having the Green Line. I left Fort Point community in
23 South Boston. My studio was bulldozed, and I moved to
24 Brickbottom in '97, very happy to finally have a peaceful
25 place to work. The other thing I wanted to point out, as

1 artists, many of us we -- I'm there twenty-four-seven. I
2 sleep there, I work there. I'm very impacted by what goes
3 on around me, and I just want everyone to consider that
4 when you think about this. Thank you.

5 MS. NANCY FARRELL: Thank you. Ramon Bueno?

6 MR. RAMON BUENO: Good evening. I've lived in
7 Somerville for about thirty years and at Brickbottom for
8 about twenty-two years. I'm not going to repeat most of
9 what's been said. I just one to highlight one particular
10 angle, which is that our community has been a strong
11 supporter and very excited about the Green Line Extension
12 from the beginning. So that's not an issue for us, and
13 that's despite the fact that, you know, we have a commuter
14 line running a few feet from our building, cargo trains on
15 both sides. Despite the fact that, once it's running, for
16 365 days a year from morning to night, we're going to have
17 trains on both -- you know, the split for Union Square and
18 the other one is right next to our building. So that's not
19 an issue for most of us either. As a community, we support
20 that.

21 The issue is with Yard 8 and the maintenance
22 facility is, is there a limit to what a community has to
23 put up with? We feel like there is a limit, and the impact
24 is going to be permanent, inordinate, and disproportionate
25 impact on our community, as well as to the City and all the

1 issues that the aldermen pointed out for development. So
2 we feel that this report cannot be the final one, and that
3 we hope that the alternatives are actually being seriously
4 looked at, not just as a palliative for the opposition.
5 Thank you very much.

6 [Applause]

7 MS. NANCY FARRELL: The next three speakers are
8 Chip Olson, William Wood, and Heather Van Aelst.

9 MR. CHIP OLSON: Good evening. My name's Chip
10 Olson. I live at 80 Pritchard Ave. in Somerville, and my
11 comments have nothing to do with Brickbottom. I wanted to
12 touch on one specific issue with regard to construction
13 mitigation, which is that, as you know, there's going to be
14 a number of bridges that need to be rebuilt. I live near
15 one of these, the Broadway Bridge in Somerville and Ball
16 Square, and every year the City of Somerville closes that
17 bridge and that stretch of Broadway for the fireworks at
18 Trum Field. This results in all the traffic going
19 eastbound on Broadway being routed down my narrow one-way
20 residential street. A couple of years ago a gasoline
21 tanker got stuck because it couldn't make the turn at the
22 end of the street.

23 I don't particularly want all the traffic for two
24 years of the bridge reconstruction going down my street.
25 So I wanted to ask that a lot of consideration be given to,

1 if there has to be, God forbid, a full or even a partial
2 closure of the bridge that there is adequate marked detour
3 routes or, you know, we don't block things up there too
4 much.

5 The other thing I want to touch on is that I know
6 that very earlier on the possibility of ending the line at
7 West Medford was discounted. What I want to strongly
8 recommend is that consideration be given to a pedestrian
9 connection over the bridge to West Medford because that's a
10 quarter mile walk in a straight line but, of course, you
11 can't do that. It's actually more than twice that if you
12 have to go around on the streets, which will make the whole
13 thing much more accessible to residents of West Medford.
14 Thank you.

15 [Applause]

16 MS. NANCY FARRELL: Thank you. Mr. Wood -- Dr.
17 Wood and then Heather Van Aelst.

18 DR. WILLIAM WOOD: I'm not from Yard 8 either.
19 I'm from Medford, but I want to tell Yard 8 something. It
20 was EOT meetings that left you out. I was on that EOT
21 committee, and I happen to be a veteran of Post 447
22 American Legion in Somerville, a disabled vet.

23 [Applause]

24 DR. WILLIAM WOOD: I fought for this country. We
25 brought it up, we brought Yard 8 up. We told these people

1 that not everybody in Somerville agreed with all of the
2 Green Line Extension. I too support the Green Line
3 Extension and publicly have said so; and when I publicly
4 said this, my brothers and sisters said, "You don't support
5 the Green Line." Well, that was a lie. I was then
6 castrated in your newspaper, saying I don't support the
7 disabled community or the environmental community because I
8 wanted to save West Medford, an African American community,
9 from the things you're talking about about Brickbottom.
10 The DEIR report is not sufficient. I actually went out and
11 got a person who does environmental justice for free to
12 read the original comments. She's read them again. It's
13 not efficient enough for DEIR.

14 We set a group up called GLAM. It was an
15 opposing group, opposing to nothing. We were an
16 educational group. We would take people in from
17 everywhere. We said to EOT over and over again, you need
18 more community activity in this meeting. You need people
19 talking. You need people dealing with the subject.

20 MS. NANCY FARRELL: Bill, you're out of time.

21 DR. WILLIAM WOOD: I'm out of time. That's what
22 usually happens at -- sorry, it's not EOT anymore, whatever
23 it's called.

24 MS. NANCY FARRELL: Thank you.

25 [Applause]

1 MS. NANCY FARRELL: Heather Van Aelst?

2 MS. HEATHER VAN AELST: Hello, I'm Heather Van
3 Aelst, and I am also a resident of Brickbottom Artists
4 Building. I'd like first to thank you for all your work
5 and especially for extending the deadline and for keeping
6 the additional options of the maintenance facility in play.

7 One thing I'd like to talk about is a little of
8 history. You like to talk about how Yard 8 is an
9 historical rail use and, while that's true, the situation's
10 a little more complicated. The whole Brickbottom Inner
11 Belt area has a long history of infrastructure intruding.
12 First, the McLean Asylum was pushed out by rail. Then the
13 McGrath Highway knocked down residences. The proposed
14 Inner Belt Highway that never happened took out more
15 residences, and now we're left at the point where there's
16 one residential building there.

17 We actually have a chance now to rethink things
18 between the Green Line, the maintenance facility, McGrath
19 Highway, the waste transfer, re-plan this whole area so
20 that we can stop that cycle. So I'd like to encourage you
21 to get the additional information on Option L and Mirror H
22 out as soon as possible, well before the comment period is
23 done. Also encourage you to keep looking at other
24 solutions, ways to reconfigure BET, ways to use that land
25 under 93 someone mentioned. Wherever this maintenance

1 facility is, it's going to need to be well mitigated and,
2 as others have brought up, mitigation in general, we need
3 it in place before construction. We need a system. We
4 need further community involvement so we have a way to seek
5 redress.

6 And at the stations themselves, at the
7 Brickbottom Washington Street station, we need good
8 connectivity. There should be connectivity to buses,
9 connectivity to Washington Street, access directly from
10 both sides of Washington. And also, additional station
11 site in the Brickbottom-Inner Belt area should be planned
12 for now. And I'd also like, lastly, to ask for a direct
13 connection to the Community Path from Brickbottom. Again,
14 the only residential building in the area, it makes sense
15 for us to have direct connectivity.

16 [Applause]

17 MS. NANCY FARRELL: Thank you. The next three
18 speakers are Caroline Traugott, Karen Holtzman, and Tom
19 Gardon. Caroline?

20 MS. CAROLINE TRAUOGOTT: Hi, I'm Caroline
21 Traugott, and I'm a Brickbottom resident, but I'm not an
22 artist. I'm a young mother, and there have been three
23 other babies this year born in Brickbottom, aside from
24 mine. And I just wanted to see this place as a part of my
25 future when we moved in, and I've become very disheartened

1 about Yard 8, obviously. And I heard you, Kate, say many
2 times in your speech how proud you were of not moving
3 residents; but I can assure you that, if this goes through,
4 people will move, and you can't let that happen. That
5 cannot happen. Thank you.

6 MS. NANCY FARRELL: Thank you. Karen Holtzman
7 and Tom Gardon.

8 MS. KAREN HOLTZMAN: My name is Karen Holtzman
9 and, yes, I live at Brickbottom. I've lived there for
10 twenty-two years. My home on the top floor of the Cannery
11 Building will be about eighteen feet from the Green Line
12 Extension tracks and a few hundred feet from the proposed
13 maintenance facility and storage yard. For most of those
14 twenty-two years, I have tramped down the McGrath Highway
15 to get to Lechmere Station to take the Green Line to work.
16 This walk is often unpleasant, and I have always looked
17 forward to having a Green Line station closer to my home.
18 However, I'm opposed to the siting of the maintenance
19 facility and storage yard in Yard 8, and I'm opposed to an
20 ill-conceived Green Line Extension.

21 Reading through the DEIR/EA, I see many problems
22 with construction and mitigation of the Green Line, as well
23 as the siting of the maintenance facility and storage yard.
24 There are many vague and deceptive or misleading
25 statements. I don't have time to elaborate on many of them

1 here obviously, and many other people have hit on them.
2 But let me just give one example specific. On page 5-113
3 it says, and I quote, "Rail operations alone would increase
4 noise levels at the Brickbottom lofts from 57.6 dB(a) to
5 75.3 dB(a), which would constitute a severe impact. The
6 addition of the maintenance facility noise to this scenario
7 would increase overall noise levels to 76.4 dB(a), an
8 increase of only 1.1 dB(a)."

9 First, the second statement I quoted is
10 disingenuous. A maintenance facility and storage yard for
11 eighty cars would be running twenty-four hours seven days a
12 week. The Green Line does not run around the clock. With
13 the maintenance facility and storage yard, the extreme rise
14 in the noise level would be an all day every day event.
15 There would not be an hour or four hours when there would
16 respite from the noise, vibration, and lights. Second, as
17 noted on page 5-118, some residences on upper floors,
18 "would not benefit from a potential noise barrier." For
19 those, it is suggested that exposure to severe noise could
20 perhaps be mitigated --

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

22 MS. KAREN HOLTZMAN: -- by "adding windows," and
23 it won't work. That's all I'm saying.

24 [Applause]

25 MS. KAREN HOLTZMAN: And no one is going to

1 compensate me for the loss when I can't live there from
2 twenty-four hours a day noise, and you are not taking my
3 property but, in effect, you are.

4 MS. NANCY FARRELL: Thank you.

5 [Applause]

6 MS. NANCY FARRELL: Tom Gardon, then Jim
7 McGinness and Doug McCall.

8 MR. TOM GARDON: I'm another non-artist resident
9 of Brickbottom and, yes, I do support the Green Line
10 Extension, of course. The DEIR speaks to environmental
11 justice, and I suspect there are many ways, both legally
12 and literally, to interpret that phrase. But if there is
13 an injustice being perpetrated in this proposal, it is on
14 the Brickbottom/Inner Belt community and, by extension, the
15 City of Somerville.

16 Brickbottom is being asked to acquiesce to being
17 surrounded by two Green Line tracks that would be operating
18 from 5:30 a.m. until 12:30 p.m. There are being asked to
19 allow the construction and the twenty-four/seven operation
20 of a maintenance facility and storage yard to be located
21 yards away from the buildings. The City of Somerville is
22 being asked once again to bear the brunt of project
23 construction and land-takings, while losing hope for future
24 development. The citizens of Somerville are being told
25 that there will be no future property tax relief because

1 the MBTA is taking one of the few remaining parcels of
2 developable land in the City. And the residents of
3 Brickbottom are being told that they are not relevant in
4 the expansion plans of the MBTA, that there will be
5 negligible monies allotted for mitigation and that any
6 benefit that a Green Line station in the area might bring
7 will be offset by 11.5 acres of noise, vibration, and
8 pollutants that will affect the lives of residents and the
9 City's growth.

10 The DEIR states that, because Brickbottom is
11 already situated next to a rail yard, the residents will
12 find little change in the area. Like many sections of the
13 report, this fantasy speaks to the lofty hopes and
14 aspirations of the MBTA and hearkens not at all to reality.
15 The rail activity in the area adjacent to Yard 8 is
16 sporadic, sometimes not existent for days, and has minimal
17 impact on the community. To suggest that construction of a
18 maintenance facility and storage yard will somehow be
19 little more than a nuisance is disingenuous.

20 The Brickbottom Artists buildings have been a
21 point of focus in many of these meetings, and I worry that
22 the residents of the buildings are being overlooked. There
23 are 220 people occupying the buildings. There are 155
24 units in the building. There are people who consider the
25 area home, raise families, pay taxes, and are happy to be

1 in the area. Because the Brickbottom area has that
2 industrial look and the double onus of being home to those
3 "artists," the area has traditionally been considered a
4 kind of outcast in the Somerville development discussion.

5 MS. NANCY FARRELL: Sir, you need to wrap up,
6 please.

7 MR. TOM GARDON: This is the opportunity to
8 reverse that stigma and allow the neighborhood to become
9 more integrated into the fabric of Somerville and become an
10 asset in the City's future development. Thank you.

11 MS. NANCY FARRELL: Thank you.

12 [Applause]

13 MS. NANCY FARRELL: Jim McGinness, Doug McCall,
14 and Karen Weber, are the next three speakers.

15 MR. JIM MCGINNESS: Hi, I'm a resident of Union
16 Square, and I really applaud the fact that this project is
17 moving forward. I do think there are some issues that need
18 to be addressed, and I think, as many others have said, one
19 of the most important aspects of solving these, while
20 keeping the project on schedule, will be to have effective
21 and transparent community participation. I think nowhere
22 will that be more necessary than in solving the problem of
23 the maintenance facility siting.

24 I think you can't talk about the maintenance
25 facility without looking at the context and the history of

1 regional transportation impact on Somerville. Somerville
2 right now has major roadways, I93, Routes 28 and 38,
3 cutting through it. Railroad right of ways slice the City
4 into pieces that have trouble communicating. They
5 interfere with emergency access, commerce, and mobility.
6 There are other major maintenance facilities, the bus
7 maintenance in Charlestown, the Boston Engine Terminal, a
8 proposed bus terminal, a maintenance facility in Wellington
9 just across the river. I think, in evaluating the impact
10 of this maintenance facility, you have to take previous
11 history and the heavy burden that this particular area
12 already bears into account.

13 And perhaps more important, I think the
14 overarching goal, as stated in the Secretary's Certificate
15 policy goal within MEPA review is for the use and reuse of
16 land, is to direct public infrastructure investments to
17 spur revitalization of previously developed urban sites
18 over underdeveloped green field sites. This is really the
19 framework in which this project should have been evaluated,
20 and I think nowhere is the failure of realistic land use
21 planning more evident than in the way in which the choices
22 for maintenance facility siting were made. I think the
23 DEIR basically looks at direct, frankly, trivial impacts,
24 the costs of property-takings, and job losses but, of
25 course, there's much bigger things on the table. And for

1 Somerville and for the region as whole, that translates to
2 facilitating the development of Inner Belt, more than 100
3 acres which could transform the economic situation of
4 Somerville and provide a huge amount of additional payroll
5 taxes to the state.

6 BY NANCY FARRELL: Jim, you're out of time.

7 MR. JIM MCGINNESS: Okay. So anyway, I hope that
8 this project remains on-track and that in the future we're
9 able to have a strong community process to resolve this
10 question. Thank you.

11 BY NANCY FARRELL: Thank you.

12 [Applause]

13 BY NANCY FARRELL: Doug McCall, Karen Weber, and
14 Beverly Sky are the next three speakers. Doug McCall?
15 Okay. I think we lost him. Karen Weber, and then Beverly
16 Sky, and Joel Weber.

17 MS. KAREN WEBER: Good evening. It's a delight
18 to be here and see the tension of the community and the
19 rail, and hopefully all of this is going to be resolved in
20 a very fruitful and productive way so that everyone can
21 really appreciate how we can move into the future and into
22 a green future because, obviously, we need to create our
23 spaces in a sustainable and healthy way. And so that
24 brings me to suggest that, in all of our conversations, I
25 haven't heard anything about looking at the stations

1 themselves for a green type of building, looking at solar
2 in terms of lighting and providing electricity, and green
3 roofs.

4 For those of you who don't know, I don't know if
5 you can see a picture here of buildings that have plants on
6 them, some vegetation. There's one little space in
7 Somerville on Prospect Hill that has one, but hopefully,
8 there'll be many more. And this would be an incredible
9 opportunity to help with sound mitigation, storm water
10 mitigation, giving it that special touch that would give
11 you something that really could be a leader for the MBTA,
12 for Somerville, and for the state. Thank you very much.

13 MS. NANCY FARRELL: Thank you.

14 [Applause]

15 MS. NANCY FARRELL: Beverly Sky?

16 MS. BEVERLY SKY: Thank you. I'm one of the
17 founding artists at Brickbottom, and I've been there for
18 twenty-two years. And although most of us have gotten used
19 to it, at around twelve o'clock at night when the trains
20 are occasionally idling right outside of our building, you
21 can feel the vibration in our brick floors. It's a brick
22 building. That's why it's called Brickbottom, and the
23 vibration is really intense and will keep you up while
24 those trains are idling.

25 But I just want to say that I'm just so disturbed

1 that we've been writing letters for years now, and that the
2 maintenance facility is still taken seriously to be located
3 right next to our building is just very disturbing to me
4 and shows a disregard for the lives of all the families
5 that live at Brickbottom. And I just want to say that I
6 would be right next to George when the bulldozers pull up,
7 if they should. Thank you.

8 MS. NANCY FARRELL: Thank you.

9 [Applause]

10 MS. NANCY FARRELL: Joel Weber, Rafael Mares, and
11 then Steve Mackey.

12 MR. JOEL WEBER: I'm Joel Weber. I'm a
13 Somerville resident. Sometimes when I go for a walk along
14 Broadway near the bridge, I notice that the visibility is
15 somewhat limited because of how high the bridge is above
16 the surrounding area, and it's a problem on both sides of
17 the bridge, which leaves me with the impress that perhaps
18 at one time the road may have crossed the railroad tracks
19 at grade and, when the time came for grade separation, the
20 bridge was simply built above the tracks. I think that we
21 might be better off looking at lowering the tracks and
22 making that area level again.

23 I've seen comments in the draft report about ADA
24 accessibility to the station from the bridge being a
25 problem because of the grade on the bridge, and I think

1 this is really a problem with having not lowered the
2 tracks. Even if you build a building next to the track so
3 that people can get into the station from one side in a
4 wheelchair, I'm concerned about access for people in
5 wheelchairs going from one side of the tracks to the other.
6 I think that lowering the tracks could improve
7 accessibility across the tracks in our community. And so I
8 think that we should look at lowering the tracks at Lowell
9 Street, at Broadway, at Harvard Avenue lowering the tracks
10 and putting the road above the tracks, and I'm not sure,
11 you know, at the stations beyond that whether the tracks
12 should also be lowered there. Thank you.

13 MS. NANCY FARRELL: Thank you.

14 [Applause]

15 MS. NANCY FARRELL: Rafael Mares? And then we'll
16 have Steve Mackey, Alyson Schultz, and Alan Greene.

17 MR. RAFAEL MARES: Good evening. My name is
18 Rafael Mares. I'm a staff attorney at the Conservation Law
19 Foundation and, while I will try to be brief, I learned in
20 law school never to promise that. I'd like to start by
21 thanking MassDOT for getting us to this crucial stage in
22 the environmental review process. I don't want to lose
23 track of the fact that this is a major milestone, and we
24 appreciate that. And I also don't want to lose track of
25 the fact that this is a great project that will provide

1 huge environmental benefits, huge benefits to the residents
2 of Medford, Somerville, and Cambridge and others, and that,
3 if done right, has the potential to achieve all its
4 environmental justice and smart growth and economic
5 development goals.

6 I want to talk about the maintenance facility in
7 a way that has only been briefly talked about in just a
8 finer point, which is that the information about the
9 additional analysis needs to be released as soon as
10 possible to give people the opportunity to comment on that.
11 And the only time that we've heard when it will be released
12 was tonight, and I think you said it was going to be before
13 Christmas, and I really do appreciate the extension to
14 January eighth. I'm afraid that that might be too little
15 time for people to fully comment on it.

16 MS. KATHERINE FICHTER: I should kind of spare
17 his time. I'll be good, I promise. Just to clarify, I
18 promise I'll be good. Our intention is to release the
19 information to the public somewhere in the first two weeks
20 of December, I believe, and to try to have a meeting the
21 week after; but we fully plan to give thirty days between
22 the release of the information and the end of the comment
23 period, which would be a normal comment period, in order to
24 -- for exactly that reason, to allow people enough time to
25 comment.

1 MR. RAFAEL MARES: Great, I appreciate because
2 you can obviously see that is the hot button issue that we
3 have here. All right. Thank you very much.

4 MS. NANCY FARRELL: Thank you. Steve Mackey?

5 MR. STEVEN MACKKEY: Good evening. Thank you. My
6 name is Steven Mackey. I work for the Somerville Chamber
7 of Commerce, a local membership association of 320 small
8 business and enterprises, of which we count Brickbottom
9 Artists Association as one. In 2006, the Massachusetts
10 Secretary of Environmental Affairs required that transit-
11 oriented development and land use be addressed in the plan
12 for the Green Line Extension. A year later, in 2007,
13 Governor Patrick established a cabinet department to
14 promote economic development through, among other means,
15 transit-oriented development and smart growth, stating,
16 "The key to the Commonwealth's economic success is the full
17 and effective coordination between state agencies."

18 Last week, President Obama's appointee Ray
19 LaHood, the U.S. Secretary of Transportation, said, "We see
20 transportation as a gateway to economic development and a
21 better quality of life. To put that into action, DOT will
22 listen more carefully to the state, regional, and community
23 priorities." And added, "The kinds of priorities that
24 small businesses help shape." In harmony with these
25 leaders, let's really address development and land use in

1 this plan. Let's seek full and effective coordination
2 between state agencies, as Governor Patrick called for.
3 Let's recognize the gateway to economic development in this
4 project.

5 In harmony with the Office of Environmental
6 Affairs, the Governor, and his development cabinet, and the
7 President and his federal transit administration, let's not
8 have another meeting without the Office of Housing and
9 Economic Development. Let's not underestimate the gateway
10 to Boston and Cambridge, the Inner Belt/Brickbottom area;
11 and let's not submit a \$1 billion project without an
12 economic development plan. Thank you.

13 MS. NANCY FARRELL: Thanks, Mr. Mackey.

14 [Applause]

15 MS. NANCY FARRELL: Alyson Schultz, Alan Greene,
16 and Heather Hoffman are the next three speakers. Just a
17 reminder that you need to sign up in the back of the room
18 if you haven't done so and you want to speak. I do another
19 full page. So don't worry, you're going to hear a lot
20 more.

21 MS. ALYSON SCHULTZ: So I'm also a Brickbottom
22 member, but I'm also a mother of two that walk to school,
23 that have lived in Somerville all their lives. And I want
24 to ask or I want to state, I am totally opposed that the
25 stations -- that the priority for the station seems to be

1 to get car access to the station, rather than feet and
2 bikes and buses. I'm opposed to the cutout, like Mayor
3 Curtatone. I'm opposed to them particularly in a city
4 where there are no school buses because every child within
5 the city is close enough to walk to school. This is a
6 community that can walk on their feet, and I feel that the
7 cutouts at the stations really are for the convenience of
8 outside communities to drop off in the stations.

9 I live in an area that is very congested with
10 traffic, and I feel that the cutouts are going to
11 exasperate [sic] the traffic on Washington Street. I'm
12 particularly talking about the Brickbottom Station because
13 that's the one I really live close to and know; but I'm
14 sure that all the other stations will cause massive traffic
15 for people trying to get their cars to the station, and I
16 think we should be encouraging them not to be driving to
17 the stations. This is what public transportation's about.

18 Likewise, I am thoroughly opposed to Yard 8. I'm
19 thoroughly opposed to the train lot that also seems to
20 always be overlooked, but I think that these two are far
21 too big for this project and for our community. I feel
22 like the mitigation effects for our building are woefully
23 vague and unsubstantial. I feel like, if there is as much
24 noise and vibration that is suggested and, without any real
25 apparent means for mitigation actually proposed and numbers

1 and facts of how much it will lessen, you will like be
2 effectively eliminating my business, which is also in the
3 Brickbottom Artists Community and also the sleep of my two
4 children.

5 MS. NANCY FARRELL: You're out of time. Thank
6 you.

7 [Applause]

8 MS. NANCY FARRELL: Alan Greene?

9 MR. ALAN GREENE: Alan Greene, East Cambridge
10 resident. On the whole, I just want to say that I'm very
11 much in favor of the Green Line Extension as given. My
12 reasons for it is because it promises to discourage car
13 usage and also encourage pedestrian access. That being
14 said, as an East Cambridge resident, I have some concerns
15 with the Lechmere Station relocation, as given in the DEIR.
16 And I want to mention that at the beginning, Kate, you said
17 that you're looking to locate or embed future stations in
18 neighborhoods. At present, our Lechmere Station is already
19 embedded in our neighborhood. You're asking to relocate it
20 to five to seven lanes of highway traffic and, as a
21 resident there, I'm unhappy with that.

22 The East Cambridge Planning Team -- we have a
23 working group which I know you're aware of. We have
24 proposed an alternative to your plan in the DEIR, which
25 involves reducing O'Brien Highway by one lane and also

1 preserving the existing historical structures and
2 transforming them into a year-round covered market. I'm
3 all in favor of that. I'm also in favor of our wanting to
4 improve the Lechmere Station as given. Right now there's
5 no lobby there. We need an enclosed lobby just like all
6 the other ones. Again, we need wider access for
7 pedestrians to get on and off the buses. It's not
8 available to us there.

9 MALE SPEAKER: Wheelchair access?

10 MR. ALAN GREENE: Okay. Wheelchair access? It's
11 not for me to really be an expert of that, but okay. So
12 there are a lot of problems with that. I would like you to
13 take our considerations onboard and really given them
14 consideration. So many people here are from Brickbottom.
15 I live seven minutes away from Brickbottom. I've gone to
16 openings. I've had friends' exhibits there. So, you know,
17 it doesn't impact me directly. But I just want to say that
18 with the Yard 8 thing and the maintenance facility, I've
19 been asked -- I don't think anyone from East Cambridge
20 supports Yard 8; but I've also been asked to support the
21 Mirror H proposal, which I cannot because it's equally bad
22 as far as I'm concerned. I would like to see Somerville
23 and Cambridge getting together and, rather than calling it
24 pipe dreams at NorthPoint or pipe dreams at Inner Belt, I
25 would like us to get together and really possibly rally

1 behind Option L and look together for the future
2 development.

3 And finally -- finally, I would like to say that,
4 with you going over with, I believe, the McGrath-O'Brien
5 Highway, while you're putting the Green Line Extension, why
6 aren't you seriously looking at the McGrath-O'Brien
7 Highway, reducing it to grade, and turning it into a
8 boulevard?

9 MS. NANCY FARRELL: Thank you, Alan.

10 [Applause]

11 MS. NANCY FARRELL: The next three speakers are
12 Heather Hoffman, Miki Polumbaum, and Marja Roholl.

13 MS. HEATHER HOFFMAN: Hi, my name is Heather
14 Hoffman. I'm also an East Cambridge resident, and I would
15 adopt what the other East Cambridge residents have said and
16 also what the Brickbottom residents have said. The thing
17 that I am interested in is what you had said about not
18 changing the buses. I really want to emphasize that you
19 need to do that. Don't change the buses. Especially do
20 not change the buses where they come into Lechmere.

21 When you move the station across the O'Brien
22 Highway, please do not lose our bus loop onto Cambridge
23 Street. We have on our side -- on the neighborhood side of
24 the O'Brien Highway, we have the Registry of Deeds for
25 Middlesex County, Southern District, one of the largest

1 registries of deeds in the country. We have the Middlesex
2 County Probate Court where tons of people come for
3 divorces, for dealing with estates, conservatorships,
4 adoptions, all kinds of things. We have the Cambridge
5 Galleria Mall. All of these things would -- it would be
6 silly to have all of these users have to cross the O'Brien
7 Highway if they're coming by bus. So please do not lose
8 that really important access for our neighborhood.

9 I would also like to suggest that, in keeping
10 with the idea of access by the buses, that you have the
11 stop at Third and Cambridge Street and the stop at First
12 and Cambridge Streets be available for people to get on for
13 free to get across the O'Brien Highway to the new station.
14 I don't think that this would set a bad precedent. I can't
15 think of anywhere else in the MBTA system that you're
16 likely to have something like this, where you're moving a
17 station from a neighborhood across a multi-lane highway.
18 That way, even though there will still be plenty of need to
19 mitigate the conditions for pedestrians crossing the
20 highway, that's one way that you can make it a whole lot
21 safer for people. Thank you.

22 MS. NANCY FARRELL: Thank you.

23 [Applause]

24 MS. NANCY FARRELL: Miki? Sorry I murdered your
25 name there.

1 MS. MIKI POLUMBAUM: Hi, I'm Miki Polumbaum. I'm
2 a twenty-one-year resident and artist of the Brickbottom
3 Artists Building. I'm very happy to be there, and I'm
4 happy to have the Green Line Extension come in. However,
5 the maintenance facility regarding -- okay. I can agree
6 with the person who said that none of the maintenance
7 facilities proposed are particularly good. Maintenance
8 facility with the Yard 8 is dreadful. It should be
9 scratched off, and I am not kidding.

10 I agree with the people who say scrap it because
11 it's totally unfeasible, and all the mitigation in the
12 world will not compensate, will not compensate, will not
13 mitigate the horrific environmental, economic, and just
14 general effects on the overall welfare of our community and
15 the taking of the land that's necessary for development in
16 Somerville and for tax bases. Really, alternatives have to
17 be looked at. Yard 8 must be scrapped, and here's another
18 thing I will say, even though I run the risk of getting out
19 of line, people down in Southie wouldn't stand for
20 something like this. Why should we?

21 MS. NANCY FARRELL: Thank you.

22 [Applause]

23 MS. NANCY FARRELL: Marja Roholl?

24 MS. MARJA ROHOLL: Hi.

25 MS. NANCY FARRELL: Hi.

1 MS. MARJA ROHOLL: My name is Marja Roholl, also
2 another resident from Brickbottom, and I thank you for
3 including Mirror Scheme H and Option L as alternative sites
4 for the maintenance facility and the storage yard. As you
5 know, Mirror H Scheme has a strong preference of the City
6 of Somerville, the Brickbottom residents, and other
7 stakeholders, for reasons that have been expressed already
8 by other speakers.

9 My concern -- and it's also being mentioned and
10 that's probably happening why you're a little bit one of
11 the later speakers -- is the decision process by itself.
12 It seems to me that the process is being rushed where it
13 comes to the alternative sites. A complete analysis of the
14 alternative sites has not yet been made public for input
15 and discussions, although being promised to be released a
16 couple of weeks ago, and yet we are supposed to give our
17 inputs before January eighth, maybe now January fifteenth,
18 but still that is a really short period.

19 I mean, thirty days that's what you're referring
20 to, and that's including the Christmas period, is a really
21 very short time to respond where people jobs and their own
22 businesses to do, and it took you apparently years to work
23 it out to come up with the analysis. So I think that a
24 little bit more time would reflect that you are really
25 serious about taking the alternatives into considerations

1 because the lifelong implications of the choices that are
2 going to be made for the many people in Brickbottom and the
3 future of Somerville's economy are too serious to be
4 treated as afterthoughts. Please take the time to discuss
5 with the communities the benefits of Mirror Plan H and
6 Option L. Thank you.

7 MS. NANCY FARRELL: Thank you.

8 [Applause]

9 MS. NANCY FARRELL: The next three speakers are
10 Pauline Lim, Ellen Band, and Elisabeth Bayle.

11 MS. PAULINE LIM: Hi, I'm Pauline Lim, and I'm an
12 artist and I live at Brickbottom, and I've been there since
13 1989. I'm also a bicycle commuter. I go every day through
14 NorthPoint, and it's a wonderful commute because it's
15 absolutely deserted. It's my playground because there are
16 no residents. I practice rollerblading there and feel free
17 to fall down and not feel like anyone's going to run over
18 me because it's like a ghost town. I also run across the
19 Charlestown Bridge, and I look down and see the giant, huge
20 wasteland where there could be many other maintenance
21 facilities, rather than the one right outside people's
22 bedroom windows.

23 I also, because I'm an MGH resident, I sometimes
24 look at the window and say, "Oh, MGH Somerville is right
25 there," and I wish I could work there because it would be

1 like a two-minute commute, except for that there's this
2 impassable railroad track right in the way. And I used to
3 say, "Oh, it'd be so easy to go to the grocery store, it's
4 right there," but there's this other railroad track, and it
5 makes you have to go many miles out of your way to get
6 somewhere that you can see, you could throw a stone to.

7 Yard 8, everybody says it, I wrote letters. They
8 acted like, "Oh, no, Yard 8 is the only way, sorry." I got
9 these letters back. They never said that there was an
10 alternative, and now they're saying there's an alternative.
11 So who's the rich person who has all the influence, and why
12 don't they listen to all these people? Are we just too
13 small? I mean, there's enough of us, but I guess we're
14 just not very powerful. What's up? That's terrible.

15 MS. NANCY FARRELL: Thank you.

16 [Applause]

17 MS. NANCY FARRELL: Ellen Band, Elisabeth Bayle.

18 MS. ELLEN BAND: Hi, I'm Ellen Band. I also live
19 at Brickbottom, and I want to say, first, that I am a
20 lifelong urban dweller and very much in favor of public
21 transit. I'm also a composer, a musician, and a sound
22 artist, and I have worked my whole life with sound and
23 vibration. So I want to address the issue of mitigation in
24 Yard 8. I am completely opposed to Yard 8.

25 Sound, noise, and vibration are all forms of

1 energy. Energy has to have somewhere to go. It goes into
2 the air, and it goes into the ground. It's a very powerful
3 force, and mitigation -- what you are proposing as
4 mitigation -- is like putting a Band-Aid on a dike that's
5 pouring water out of it. There is nothing that you can
6 afford to do -- once you put that facility in, there is
7 really nothing you can afford to do that will mitigate the
8 energy and the vibration and the sound and the noise that
9 will be pouring out of that maintenance facility.

10 So having said that, given that money is tight,
11 it's only logical that the maintenance facility be located
12 in an area that is not fifty feet away from a building
13 where almost 200 people are living. And so I ask you to
14 please do the logical and reasonable thing by not placing
15 that facility right beside us when mitigation is actually
16 delusional.

17 MS. NANCY FARRELL: Thank you.

18 [Applause]

19 MS. NANCY FARRELL: Elisabeth?

20 MS. ELISABETH BAYLE: Thanks. Elisabeth Bayle, I
21 live in Medford Hillside, and I want to thank you for all
22 the hard work. I've been to more meetings than I could
23 even tally up. And I'm truly frightened if this is only
24 ten percent because, all the work that it's taken to get
25 here, I just can't even imagine getting to a hundred

1 percent. It's beyond my brain capacity.

2 I just want to say, about Route 16, I really
3 think that you're jeopardizing federal New Starts funding
4 if you don't take the whole extension to Route 16 as part
5 of what you're using to apply for New Starts funding. If
6 you don't go to Route 16, you won't have anything like the
7 air quality improvements. You won't serve key
8 environmental justice communities. You won't really serve
9 Medford Hillside, only possibly a real extremity of it,
10 which I don't believe fits in the requirement to serve the
11 residents of Medford Hillside; and you won't foster as much
12 transit-oriented development by far; and you'll create more
13 traffic problems that you solve in parts of Medford; and I
14 just think it really short-changes the project so --

15 The expense of doing Route 16 as a separate
16 project by itself, from College Ave. to Route 16, that is
17 just an implausible, a completely implausible plan. You
18 are not going to go through this horrible, horrendous
19 process for one station. I know you're not going to. It's
20 never going to happen. This should have gone even farther
21 than Route 16, and so I just want to urge you to make it
22 the best the project it can be and serve more people and
23 serve much more of the original goals of the project by
24 going all the way to Route 16 in one phase. Thank you.

25 MS. NANCY FARRELL: Thank you.

1 [Applause]

2 MS. NANCY FARRELL: The next three speakers are
3 Ivy Turner, John Baehrend, and Christopher Park.

4 MS. IVY TURNER: Hi, I'm Ivy Turner, Glass
5 Factory resident. We actually exist. NorthPoint exists,
6 we live there. I'm also the organizer of the newly formed
7 Glass Factor Action Committee. We are one of the most
8 severely impacted buildings by this project. First, we
9 will have tracks running the entire length of our building,
10 coming down what used to be our green space, which is a
11 narrow space -- so narrow that, from my window, I can
12 almost reach out and touch the tracks. I'm at the corner
13 closest to the tracks, possibly as close as that desk. I
14 don't know exactly how close because nowhere you do state
15 what the height or the distance will be. When you came and
16 met with us, we couldn't get that information. We still
17 don't have it. So we don't know exactly how bad it will be
18 or if you'll completely cut off the light to the entire
19 second floor of the building, or will it be the third floor
20 or both floors or exactly what it will be.

21 Beyond that, we get to look out at 250 parking
22 spaces. I don't really understand that. And we also get
23 buses and fumes. If we look to the right though, we get to
24 see what is possibly the ugliest station design I have ever
25 seen. So it just goes from bad to worse, and now people

1 feel that perhaps the area beyond that is abandoned. So
2 maybe you're thinking about putting a maintenance facility
3 there as well, and that's not okay with us at the Glass
4 Factory. I ask that you do whatever you can to move those
5 tracks farther away from the Glass Factory. Every little
6 bit will make a difference. It's the difference between
7 that desk being the train outside my window or it being the
8 flag or it being the blue curtain, and that is a huge
9 difference.

10 And I ask you to come meet with us, look at the
11 building, show us what all the options are, and find a way
12 to minimize the impacts. We don't think there's any way
13 that you can possibly mitigate the noise, the vibrations,
14 the fumes from the buses, and all of the impacts there will
15 be on the Glass Factory; but we ask you, do whatever you
16 can to move those tracks away from our building.

17 MS. NANCY FARRELL: Thank you. You're out of
18 time.

19 [Applause]

20 MS. NANCY FARRELL: John Baehrend, then
21 Christopher Park and Tom Bent.

22 MR. JOHN BAEHREND: It's all a matter of the
23 homes and where you live. I'm John Baehrend. I am also in
24 the Glass Factory, and we have a hundred units with lots of
25 children and kids, so maybe a couple hundred people there.

1 And when we've talked with you folks before, there is the
2 mitigation. You're going to be able to make the train
3 maybe run smoother. You can grease the tracks. You can
4 put other kind of things to help. However, as Ivy so well
5 said, if that track is possibly any further away and maybe
6 taking some of the parking space, that will help a great
7 deal.

8 But beyond the fact that we're concerned about
9 feeling vibration in our beds at night each time a train
10 goes by, that's the station. The station's not across the
11 street, the station is right behind our building. So
12 there's the stopping and the starting and the people
13 getting off the trains and all of that and the crowds, and
14 it's not just rolling past our building once in awhile.
15 This is a real problem of that.

16 Now, as far as the quality of the building, it's
17 an accident of history, unfortunately, that the building
18 that our developers us before they went broke was quite
19 magnificent; and I'm very curious of what kind of budget is
20 left that you folks have for that station. It's the
21 entrance into Cambridge really there, and how nice it would
22 be to have someone say, "Oh, you live next door to that
23 wonderful, beautiful station, isn't that great," or, you
24 know, "Oh, my gosh, you got that cancer on your back of
25 that terrible thing," you know, "Oh, it's awful for you."

1 And, of course, it's not just how we feel about it. We
2 can't sell our units, and our life savings are in there.
3 Retired folks and young people who are hoping to get a leg
4 up are really, really hurting. A little bit of --
5 particularly, as Ivy said, being able to move that track
6 back and to have something that we can be proud of. Have a
7 competition like they did at the Charles MGH. Thank you
8 very much.

9 MS. NANCY FARRELL: Thank you.

10 [Applause]

11 MS. NANCY FARRELL: Christopher Park, Tom Bent,
12 and then Brian Sylvain.

13 MR. CHRISTOPHER PARK: Hello, Kate. My name is
14 Christopher, a resident at the Glass Factory building, as
15 well as a trustee there; and I recognize you, Kate, from
16 several of our correspondences and many of the people who
17 have attended here. What's new to me is the fact that,
18 from what I understand, this will be the final draft of the
19 DEIR, which I find a little bit displeasing simply because
20 there are a number of things I find, unfortunately,
21 incomplete.

22 The DEIR for the Glass Factory specifically
23 states that we are assigned a "severe" noise impact from
24 the project, and that's good. I like the fact that you
25 recognize that, well, the trains are going to effectively

1 be about fifteen or twenty feet away from our building, but
2 what they don't really address is the fact that the noise-
3 absorbing walls that are outlined in the pages can't be
4 actually installed on our property simply because the
5 tracks are going to be close. So what you suggest or what
6 the DEIR suggests is sound insulation and that is something
7 that -- you know, unfortunately, they assigned an estimated
8 budget, but I don't understand how you could possibly
9 assign an estimated budget with only ten percent design of
10 the actual station, as well as not knowing information
11 about our building. So it's a little bit puzzling for me
12 to really understand where this budget is coming from,
13 whether it's accurate, how much will it be allocated and
14 will, in fact, we actually receive this budget.

15 In addition, strangely enough, the report also
16 lists that our building will have no projected vibration
17 impact. I can't possibly see that being the truth simply
18 because, again as Ivy and John stated, we're only a few
19 meters from the tracks. So, again, I'm just wondering why
20 this is the case and why there is no property-related
21 vibration mitigation budget right now in the DEIR report.
22 It's only the mitigations related to the track
23 construction.

24 MS. NANCY FARRELL: Mr. Park, you're out of time.

25 MR. CHRISTOPHER PARK: Okay. And finally, just

1 one quick final point here, you know, we have 10,900
2 commuters to access Lechmere in 2030. It's by far the most
3 commuters on a daily basis. Let's try to make this the
4 best, beautiful station as we possibly can. The Lechmere
5 station to us is what Yard 8 is to the Brickbottom. So
6 let's try to keep that in mind. Thank you.

7 MS. NANCY FARRELL: Thank you.

8 [Applause]

9 MS. NANCY FARRELL: Tom Bent, Brian Sylvain, and
10 Max Malaret.

11 MR. TOM BENT: Hello. I wanted to thank you for
12 tonight and for all the efforts that you put in. I'm
13 involved in it somewhat. I'm Somerville's representative
14 on the Boston Metropolitan Planning Organization. So I
15 know what you're going through, and I appreciate, you know,
16 all you've done to this point.

17 But my name is Tom Bent. I've lived in
18 Somerville all my life, and my business is pretty close to
19 ground zero down at the Inner Belt. And one of the things
20 that struck me was, last night I was in another three-hour
21 meeting, a citywide planning meeting, with a lot of
22 residents in the city. And one of the themes that kept
23 coming up over and over was the, you know, how do we get
24 Somerville off being one of the highest recipients of state
25 aid. And, you know, one of the conversations that we had

1 with some of the people at our table was that the reason
2 why we're in this situation is because of what the state
3 has done to us for the past hundred years, you know, with
4 what they've done to us with 93, Route 28, you know, every
5 commuter line that goes into Boston goes through Somerville
6 but doesn't stop in Somerville. You know, we finally got a
7 Red Line stop, but that was mainly because Arlington didn't
8 want it which I'm sure they, you know, are sorry about now.
9 So for a long time Somerville has taken the brunt of all
10 the transportation decisions, good and bad, throughout the
11 state.

12 We're also, as you know, the host of the Boston
13 Engine Terminal, and so what we were looking at was, you
14 know, what are the last frontiers of Somerville for
15 economic development; and one is Assembly Square, which we
16 thank the Governor and Congressman Capuano and Senator
17 Kerry for stimulus money and for being behind the extension
18 of the Orange Line station. But then comes Boynton Yards,
19 which is down in Union Square which will be -- you know,
20 hopefully, it'll be a plus with the spur going in. But we
21 have the Inner Belt, which is one of the largest sections
22 in Somerville, and what we're worried about down there is
23 the loss of economic development, you know, obviously.

24 We have the issue with the temporary overpass
25 that was put in, the tubes -- you know, I'm running out of

1 time --

2 MS. NANCY FARRELL: You are.

3 MR. TOM BENT: -- that the T put in twenty-five,
4 thirty years ago, that was going to be a temporary
5 solution, which has really crippled the economic
6 development of Inner Belt. Now, despite that, it's done
7 quite well, and it is growing down there but, you know, one
8 of the -- if the maintenance facility goes into Yard 8, the
9 place will be a disaster for Somerville. So, again, we
10 really need to see more information about the Mirror Scheme
11 and then the Option L Scheme, which we're not really in
12 favor because we know it will take businesses --

13 MS. NANCY FARRELL: You really have to wrap up,
14 please.

15 MR. TOM BENT: -- in the Inner Belt. It will
16 take by eminent domain a lot of businesses that are down
17 there now. But thank you.

18 MS. NANCY FARRELL: Okay. Mr. Sylvain?

19 [Applause]

20 MR. BRIAN SYLVAIN: My name is Brian Sylvain, and
21 I'm the Vice President of Local 88. I'm a sandhog, a
22 tunnel worker, and I'd like to see the line go from
23 Lechemere to Alewife Station, cutting through Tufts
24 University and everything and run a bike path on top of it.
25 You know, it's something that we could do. It's a project

1 that was on Southie last year. It was a two-mile tunnel.
2 We did it in nine months. It's as dry as this room we're
3 in. It's not -- we did very little on the big dig, just
4 some of the dangerous stuff and some of the stuff that
5 other people weren't qualified to do.

6 Currently, I work in East Boston, and I'm
7 installing 48-inch short tunnel with a small tunnel boring
8 machine; and it's a two-mile project, and we've got a mile
9 done. We started in April. So I think that tunnel boring
10 is the way to go. It's an electric powered device.
11 There's no diesel, there's no excavators, there's no pile-
12 driving. We also do caissons, and the gentleman that lives
13 at the Brickbottom that was worried about the pile-driving,
14 I think that you guys need to look at caissons. It's a
15 drilled-shaft method with an auger. It's also what we do.
16 We also do test boring, geotechnical work. So it's -- you
17 know, let's do it right. That's all I have.

18 MS. NANCY FARRELL: Thank you, sir.

19 [Applause]

20 MS. NANCY FARRELL: The next three speakers are
21 Max Malaret, Ellen Reisner, and Nicholas Watson.

22 MR. MAX MALARET: Good night. My name is Max
23 Malaret. I'm a resident the Glass Factory building. I was
24 renting until two months ago when my wife and I decided to
25 buy an apartment there. We have a six-month-old daughter.

1 So as you can imagine, we are very concerned to what could
2 happen to the value of our property, which is actually our
3 biggest investment at the time, with the relocation of
4 Lechmere and the construction of the tracks.

5 So I'm going to repeat some of the concerns that
6 you have heard before, but I just want to leave that on the
7 record. The first one is that the new Lechmere station is
8 too close to our building. Is there a way to move it a
9 little bit further away from the structure and from our
10 apartments? We'll be severely affected by noise and for
11 sure by vibration as well. So what are the options that we
12 have in order to mitigate that affect because things like a
13 tall wall or an isolated wall probably won't work?

14 And then we don't have a clear idea, and probably
15 it's because of the phase of the project in which we are
16 at, on how is the station going to look like, what will
17 happen with the flow and the traffic of people and buses
18 around the building and around the area; and also, we don't
19 understand why there is such a big parking lot planned in
20 that station, given that we are not going to be a terminal
21 station anymore. So thank you very much.

22 MS. NANCY FARRELL: Thank you.

23 [Applause]

24 MS. NANCY FARRELL: Ellin Reisner?

25 MS. ELLIN REISNER: Hi. Thank you for being

1 here, and I want to commend you for all the hard work
2 that's been done. We're very excited about the Green Line
3 coming, but we are concerned about the many aspects of the
4 environmental review. Now, I'm going to limit my comments
5 because most of them I will put in writing. But what I
6 want to really focus on, something that has only been
7 talked about a little bit, is what the role of the
8 community is going to be in the next phases.

9 As a member of the Advisory Committee, I think
10 it's really, really important that we work with MassDOT to
11 come up with a way to do the public involvement
12 collaboratively so that we have an oversight group, as
13 we've had, but also at the neighborhood level with the
14 people who are going to be most impacted by the
15 construction and also by the station designs. I really
16 think it's important. I think someone mentioned the need
17 to bring people in who have not been part of the process,
18 who don't speak English. I would like to really work with
19 MassDOT, and I know other members of STEP and the City
20 really want to do this; and I think, if we can do that
21 together, that would be great.

22 The other recommendation that I want to make is
23 that, when they built the Red Line station in Davis Square,
24 there was a field office for the MBTA there. And I think
25 it's really going to be critical to have a field office in

1 this process that people can go to, that people can
2 contact, that there is a person who is in charge of the
3 project that is the key go-to person, because otherwise I
4 think a lot of things will get lost.

5 I have many other comments to make. I want to
6 also just say one thing about the Route 16 station and
7 College Avenue. Everyone assumes that those are serving
8 just Medford. A lot of Somerville people use those
9 stations, and Somerville is completely behind moving the
10 Route 16 station forward as expeditiously as possible. So
11 I think that's really important. And the last thing I want
12 to mention is that there is a lot of interest in the
13 community in looking at the principles of transit-oriented
14 development, a good community process for good land use and
15 sustainability; and I hope that those will be incorporated.

16 MS. NANCY FARRELL: Thank you, Ellin.

17 [Applause]

18 MS. NANCY FARRELL: Nicholas Watson, Alden Zecha,
19 and Steve Kaiser are the next three.

20 MR. NICHOLAS WATSON: Hi, I'm Nicholas Watson.
21 I'm yet another Brickbottom resident. I'm not an artist.
22 I've lived there for only seven years, which hardly counts
23 at Brickbottom. I mostly want to echo everybody else's
24 concerns about Yard 8, about the storage shed as well as
25 the maintenance yard. I think that it's a really, really

1 bad idea from the point of view of the 220 people. One
2 building, this is an environmental impact on 220 people.

3 But also, having only lived around where I do for
4 seven years, I've watched the neighborhood go up. I've
5 watched Union Square go up. When the Green Line was
6 proposed, and I support it thoroughly, the idea that Union
7 Square would be one of the great beneficiaries of this was
8 very, very exciting to me. We're actually part of the
9 Union Square community. We stand to benefit from that as
10 well. If you just look at the map of the area, what the
11 yard is -- it's a simply stupid idea. There's no way that
12 it cuts -- it doesn't just cut off -- it cuts Union Square
13 off from the whole of the east of Somerville as well. So I
14 can't understand how this is being contemplated.

15 I think there's a problem of trust at this point
16 in how we're going to move forward on this, but I think we
17 have to move forward very, very slowly and consider things
18 far more carefully. Thank you.

19 MS. NANCY FARRELL: Thank you.

20 [Applause]

21 MS. NANCY FARRELL: Alden Zecha?

22 MR. ALDEN ZECHA: Good evening. My name is Alden
23 Zecha. I happen to be a resident at Brickbottom as well,
24 but I'm actually here to speak more in a professional
25 capacity. In my professional capacity, I operate a

1 consulting business that focus specifically on financial
2 decision-making for large corporations. In that capacity,
3 I'm extremely excited to see the Green Line moving forward
4 because I think the economic development potential for
5 expansion of public transport is incredible for this area,
6 and it will benefit both Somerville, Medford, and
7 communities well beyond that.

8 I was also extremely excited to see specific
9 points that Kate brought up in her presentation earlier
10 tonight, and I'd, in fact, like to quote and repeat some of
11 those points in order to make sure that they're clearly
12 understood by the audience as large as well as yourselves.
13 Kate specifically cited a few items. One of the items she
14 said was, one of the five major reasons that we are
15 extending the Green Line is to "provide opportunities for
16 economic development." In addition, she cited that one of
17 the three bottom line points is that "financial
18 considerations influence project decision-making." And
19 then, finally, in a passing comment not actually on the
20 screen, Kate happened to acknowledge that the Mirror Scheme
21 H "does not block economic development," and implies
22 through that that the Yard 8 decision or the Yard 8
23 location would block economic development, which I
24 personally do happen to agree with from a financial
25 perspective.

1 Keeping those three ideas in mind taken directly
2 from Kate's presentation earlier tonight, as well as DOT's
3 own stated analyses that they've published and are publicly
4 available, that say that the Yard 8 location will cost more
5 to the tune of somewhere between three and fifteen million
6 dollars under current estimates and, with historic
7 hindsight on most government transportation projects
8 indicating that cost overruns are a factor, we should keep
9 that in mind. I would advocate that financial
10 considerations be taken into account in order to look at
11 the decision as to where to site both the maintenance
12 facility and the storage yard.

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

14 MR. ALDEN ZECHA: Thank you.

15 [Applause]

16 MS. NANCY FARRELL: Steve Kaiser, and the next
17 two will be Wig Zamore and Cheryl Bakey.

18 MR. STEVE KAISER: My name is Steve Kaiser. I'm
19 a resident of Cambridge, and I would like to say that, in
20 concept, I support the Green Line Extension through
21 Somerville. It's the only transit project I see that the
22 state has that really makes sense. Things like the Urban
23 Ring or the Silver Line tunnel or the Blue Line to Lynn
24 make absolutely no sense at all. What you have in
25 Somerville is the people are there already. The right of

1 way is there already, and all you need to do is run the
2 trains. It's a fairly simple concept.

3 One thing I notice at the meetings that you had,
4 when you discussed air pollution and noise, the residents
5 would come in, and they would complain about the existing
6 noise from commuter rail. They would complain about the
7 smells and the odor from existing commuter rail. So if
8 we're thinking about what should be done with that
9 environmental problem, and this is an air pollution-related
10 project and you need mitigation, why don't you retrofit
11 those wonderful F40 locomotives on commuter rail to reduce
12 the odors and reduce the noise? I think that would be a
13 very good contribution and solve that problem for anybody
14 living close to the corridor.

15 Couple of other problems is Lechmere and
16 NorthPoint. Unresolved problem, I don't think you've
17 really gotten on top of this one yet. You've heard from
18 the Glass Factory people tonight for the first time.
19 There's two big residential buildings and a hotel right
20 snug up against an elevated transit line, the only new
21 elevated transit line, I believe, that is, you know, in New
22 England as is being proposed. Everything else says, put it
23 in a cut, put it in tunnel. And I think it was a bad
24 mistake made by the City of Cambridge years ago, and it's
25 going to come back to hurt you. You'll get all the support

1 you want from Somerville, but there's some real problems at
2 NorthPoint.

3 And finally, on the maintenance yard proposal,
4 there's a track design problem that comes from where you're
5 locating the maintenance yard at Yard 8 so that, if you
6 leave -- let a train go out of the maintenance yard -- out
7 of the storage yard -- to add it into service at any time,
8 that train has to go into the outbound track, cross over to
9 the inbound track, reverse itself. The operators have to
10 go from one end of the train to the other, and then the
11 train has to go back. Every train going into service has
12 to do that. And in summary, that is going to create
13 operational problems for the Green Line.

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

15 MR. STEVE KAISER: So I would like to flag that
16 as a problem.

17 MS. NANCY FARRELL: Okay. Thank you.

18 [Applause]

19 MS. NANCY FARRELL: Wig?

20 MR. WIG ZAMORE: Wow, this isn't really put
21 together. Good thing it's not a train, huh?

22 [Laughter]

23 MR. WIG ZAMORE: Anyway, so I'm Wig Zamore. I
24 live a couple blocks down at 13 Highland Avenue in
25 Somerville, and I get worn out by these meetings. People

1 have so many good projects or thoughts, rather, I have to
2 say. If you listen to them all, it's exhausting.

3 A few loose ends here, so on station and area
4 design, I think it's pretty clear we haven't done that and
5 we do need, as Ellin said, to figure out a way of including
6 the individual communities with individual station and area
7 design and a formal process for doing that. And I think we
8 need to look at integrating the stations in a much more
9 intimate way with multi-modal transportation. So that
10 would be bus drop-offs as well as pedestrian and bike,
11 which other people have mentioned. And I think it's
12 evident, these stations, so far the concepts are separate
13 stations from everything else that just kind of as opposed
14 to integrate with things.

15 I do want to thank the people who are speaking
16 overwhelmingly in favor of this project, notwithstanding
17 personal sacrifice. So Brickbottom, Glass Factory, East
18 Cambridge, all are sacrificing some things and yet
19 understand how great this project is. I want to thank them
20 for that and continue to work them on that.

21 A couple things that I think we have to keep in
22 mind -- future transit station options, so an intermediate
23 station, not now but at some point, in between Washington
24 Street, Union Square, and Lechmere, an intermediate station
25 at some point between College and Mystic Valley, and then

1 extension of the Green Line to Porter at some point, so we
2 can actually have really dense populations in Cambridge and
3 Somerville served by that. And perhaps, almost lastly, as
4 has been mentioned by Steve Mackey and Tom Bent and others,
5 we did not throw the regional transportation in the way of
6 Somerville connecting with itself and the region. I mean,
7 we didn't do that, and it is the major blockage here, and
8 we're never going to undo all of that. But I think we have
9 an obligation to figure out how to turn McGrath and O'Brien
10 into a boulevard and how to connect both sides of McGrath
11 and O'Brien, including especially Brickbottom and Inner
12 Belt but also Cambridge, in a much more humane way. And
13 it's clear we haven't done that. That has to be done
14 before this project is moved ahead.

15 And then just two final points --

16 MS. NANCY FARRELL: Quickly.

17 MR. WIG ZAMORE: -- as you're about to talk.

18 MS. NANCY FARRELL: Yes.

19 MR. WIG ZAMORE: I'd like to know how the federal
20 agency request that there be monthly reports on this
21 project and monthly meetings on this project to make sure
22 it's executed on time are going to be integrated into this
23 process as part of the response to the Boston MPO. And
24 finally, I hope you will look at the new FTA definitions of
25 integrated pedestrian and bicycle paths with transit.

1 Thank you.

2 MS. NANCY FARRELL: Thank you, Wig.

3 [Applause]

4 MS. NANCY FARRELL: The next three speakers are
5 Cheryl Bakey, Rita Donnelly, Ron Bonney.

6 MS. CHERYL BAKEY: Hi, there. My name's Cheryl
7 Bakey. I'm a Brickbottom resident, and I'm a frequent user
8 of public transportation. I take it to get to work, to get
9 around the city, to get to the airport, and I thoroughly
10 support increasing accessibility to public transportation.
11 I just quickly wanted to add my voice of concern regarding
12 Yard 8 and the maintenance facility and storage yard, and
13 really think it's important to look at other options. So
14 thank you for listening.

15 MS. NANCY FARRELL: Thank you.

16 [Applause]

17 MS. NANCY FARRELL: Rita Donnelly? Did Rita
18 Donnelly leave? Oh, there she is. I have two Rita
19 Donnellys here, but are you the only one? Okay.

20 MS. RITA DONNELLY: My name is Rita Donnelly. I
21 live at 35 Charnwood Road in Medford. I am after College
22 Ave. so my home abuts the tracks between College Ave. and
23 the Route 16 station, and I would like to state my
24 opposition to this being the final DEIR -- the EIR -- or
25 whatever it is, as I don't think that the information --

1 ten percent of the information is enough to know what the
2 impact to my neighborhood is going to be. As you know, the
3 tracks are the narrowest where I live. There will be
4 slivers of land-taking where I am, even though the people
5 think it's their land, it may be the right of way; but
6 people will lose property along that way.

7 I have this expanded E and F certificate and it
8 says, "The project should be designed to maximize the
9 benefits for local residents while preserving the integrity
10 and the character of the existing neighborhoods." This
11 will not happen in my neighborhood. My biggest concern is
12 that the commuter rail will be moving closer to my home.
13 The studies in the report were done at fifty feet
14 intervals. I have said repeatedly that train is not going
15 to be fifty feet from my home. I have taken my tape
16 measure, and I have measured my backyard. It's twenty-
17 seven feet. The tracks are moving in one part in your
18 report thirteen feet towards my home, and in another part
19 they're moving eighteen feet towards my home.

20 I have also mentioned MEPA's report studying the
21 effects of diesel particulates on conductors on trains.
22 Okay? It causes asthma, COPD, and cancer. I have lived in
23 my home for ten years. I have asthma, I've had breast
24 cancer. I'm not saying because the train there I have
25 these health concerns, but I do think that the health

1 concerns were exacerbated by the train. When I bought my
2 home, I was not aware of diesel particulates. I understand
3 that this is an environmental impact project, and that's
4 fine and good. I'm not against public transportation. I
5 don't think enough concern has been raised for my neighbors
6 and my neighborhood.

7 I'm also concerned about the vibration. In your
8 report, it says sixty feet the commuter rail could have
9 effects on homes. The commuter rail is not going to be
10 sixty feet from my home, that's my kitchen. I would like
11 to know what type of mitigation. We were at a meeting
12 where a gentleman mentioned that the T could take out an
13 insurance policy just for people's homes so that, if there
14 was any damage done to the people's home for the
15 foundations, the windows, the walls -- I lived in Davis
16 Square when they were building the Davis Square stop, and
17 those people had a hell of a time getting any money out of
18 the state. It was turned back on them to go to their
19 insurance companies.

20 MS. NANCY FARRELL: You need to wrap up.

21 MS. RITA DONNELLY: I know, I'm a talker. So I
22 do have concerns. I have health concerns, and I have
23 concerns for my property. I am a fan of the tunnel idea
24 though, because it would not affect my home, and it would
25 not affect my health or my neighbors' health. Thank you.

1 MS. NANCY FARRELL: Thank you.

2 [Applause]

3 MS. NANCY FARRELL: Ron Bonney, then Alan Moore
4 and Rachel Stark.

5 MR. RON BONNEY: Good evening, ma'am. Thank you
6 very much for coming here. I understand it's quite a
7 process to sit there and listen to so many different
8 opinions. I don't think you'll find a community that is
9 more supportive of the Green Line and the process of
10 bringing -- or I should say returning public transportation
11 to Somerville. You know, I mean, Somerville gave up all
12 those homes when 93 came in. We gave up all the rapid
13 transit stops when they were removed from Somerville. So
14 this isn't a process of Somerville receiving some grand
15 gift. It's simply making right something was taken away.

16 And then along comes the maintenance facility.
17 Yard 8 would be horrific. It's one of the last bastions
18 that Somerville has left to create, you know, future
19 economic activity that will allow us to build up our tax
20 base to be able to pay for our own schools without
21 depending on state aid, which we've recently seen with the
22 9C cuts to our schools, teachers, fire. The only
23 opportunity we have to come off that reliance is to build
24 our economic base and, when you look at this new L Option,
25 we don't have enough details to be able to actually offer a

1 true opinion on it. Mirror H seems to be the best one.

2 Personally, I think the whole thing should be
3 able to be housed in the Boston Engine Terminal. You go
4 down there, some of those trains haven't moved in so long
5 that they're actually rusted to the tracks. And, you know,
6 I mean, I don't see why it can't be consolidated. I mean,
7 what do I know? I only run a bunch of business. You know,
8 consolidation is what every other institution in this city
9 or in this Commonwealth are doing. They're consolidating.
10 They're bringing -- your own institution just consolidated
11 a whole bunch of agencies for efficiencies. I don't
12 understand why the Boston Engine Terminal can't do the same
13 thing, and it doesn't need a 300-car parking lot. I mean,
14 you know, you see boats parked in there because people know
15 they could leave it there for a year, and it's not a big
16 deal.

17 But I would like to see, you know, Economic
18 Development come in and take a good look at this. The
19 Chamber of Commerce, which I chair, would be more than
20 happy to host, having Economic Development come in here,
21 make a true comprehensive plan, bring in the stakeholders,
22 talk about jobs, you know, and using the transit to really
23 boost the economy and not taking Yard 8 and just shutting
24 off that Inner Belt, the last bastion we have of
25 developable land beyond Assembly Square.

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

3 MR. RON BONNEY: Thank you.

4 MS. NANCY FARRELL: Thank you.

5 [Applause]

6 MS. NANCY FARRELL: Alan Moore?

7 MR. ALAN MOORE: Thank you. Alan Moore, I'm a
8 member of the Somerville Bicycle Committee and Friends of
9 the Community Path, but I'm just speaking for myself
10 tonight. I want to say I totally support the extension of
11 the Green Line, and I wish to thank the DOT and everyone
12 for all the work they've been doing. I think the draft EIR
13 is quite a good document as a draft. Unfortunately, I know
14 the wish was that it could be also the final EIR, and I
15 guess I just don't see how it can be. There just seems to
16 be a lot of shortcomings, and I'd like to mention a few of
17 those now and then again in writing.

18 One of them is not going to Route 16 at this
19 point, just in brief, just doesn't make sense to me why it
20 wouldn't be designed and constructed all as one project.
21 The other, the location of the maintenance facility, which
22 there's been a lot of discussion, you know, I can
23 understand why operationally that Yard 8 makes sense. I
24 don't think, you know, there's arguments against that it
25 makes sense in that sense, but it just has so many

1 detriments for economic redevelopment as well Brickbottom
2 that I think a compromise has to be found between the best
3 operational and the best land use in the area.

4 And, not that this is a way to design something,
5 but if you ever take the Fitchburg Line into Boston from
6 Porter Square, at least for me any time I take it I see so
7 much what looks to me like inefficient, wasted land that
8 there must be some other locations, even in addition to
9 Option L and Mirror H, down maybe closer towards Boston.
10 The Boston, along the Cambridge Line, it just seem there's
11 lots of land down there, and I hope that's one of the
12 alternatives that, you know, that we're going coming out
13 at.

14 The other point I wanted to mention is about the
15 extension of the Community Path. I want to thank DOT for
16 agreeing to do the design of the Community Path along with
17 the Green Line Extension. However, I couldn't see that
18 explicitly stated in the draft EIR. So I hope that will be
19 added. Maybe it is and with all those pages I didn't see
20 it. But in addition to that, it seems to me that, since
21 the Community Path is going to be a very major access point
22 for bicyclists and pedestrians, you know, riders of the T,
23 that it's a very cost-effective, relatively low cost way
24 that people are going to access the stations and that --

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

1 MR. ALAN MOORE: -- okay -- and that really most
2 of the cost of the construction of it really should be made
3 part of the project like it was on the Linear Path of the
4 Red Line and the southwest corridor on the Orange Line, and
5 that it should be put in -- the cost should be put into the
6 funding request to New Starts. Thank you.

7 MS. NANCY FARRELL: Okay. Thank you.

8 [Applause]

9 MS. NANCY FARRELL: Rachel Stark? I'm sorry,
10 after Rachel, we'll have Sal Islam, Christine Kim, and Alex
11 Epstein. Hello.

12 MS. RACHEL STARK: Hi. I'm trying not to break
13 Somerville here.

14 MS. NANCY FARRELL: It's pretty powerful there,
15 huh?

16 MS. RACHEL STARK: There you have it. Hi, my
17 name is Rachel Stark, and I'm the Founder and Chair of
18 Walking in Arlington -- which is so far the first
19 Arlingtonian to speak that I know of -- which is a
20 pedestrian advocacy and walking safety group. I am
21 delighted that you are talking about extending the Green
22 Line. Thank you so much, and thank you for these public
23 meetings, many of which I've been to.

24 Lots of people from Arlington would love to be
25 able to walk and cycle and take the bus to a Green Line

1 stop. I talk to people in Arlington about transit all the
2 time. Please make sure that you provide safe, convenient,
3 well-lit ways to walk to all the new stops. You will need
4 to provide more bus and pedestrian and car access to the
5 new stops. That is unavoidable. It's just silly to say
6 that that's not the case.

7 You need to provide increased ways to get to
8 these stops, both to take the bus and, unfortunately, to
9 drive. People will drive and park. It's unrealistic to
10 say they won't. Please plan realistically for parking.
11 People will take the bus, and they will want fairly direct
12 bus access. Please provide frequent, reliable bus service
13 to the stops from Somerville, Cambridge, Medford, and
14 Arlington. Make sure that we can walk safely from
15 Somerville, Medford, Cambridge, Arlington, to the new
16 stops. Just be realistic about providing ways to get
17 there. I go to Alewife every day from Arlington, and that
18 was not realistically planned. So let's do better this
19 time, please. Thank you.

20 MS. NANCY FARRELL: Thank you.

21 [Applause]

22 MS. NANCY FARRELL: Sal Islam, Christine Kim?

23 MR. SAL ISLAM: Hello, I'm Sal. I am on the
24 Advisory Team for the Green Line project, and just recently
25 we had a community gathering where the whole community got

1 together at the Argenziano School, and we came up with
2 eleven core principles that the community wanted for the
3 Green Line to effect. This is Aaron. He's also working
4 with me from Groundwork Somerville.

5 [MR. AARON NEVIN]: Hi. Are we onto main issues
6 now? One of the biggest concerns we've had has been
7 surrounding community involvement. We've been working with
8 the community for the last at least year now just trying to
9 boost up morale because, without the community's
10 involvement in this, there is no program, there is no Green
11 Line. It's just going to be stuck and have no real input
12 or real value. Like when the Red Line was put in,
13 community didn't have any say in the matter.

14 MR. SAL ISLAM: And also, we feel that access is
15 very important right now. The Red Line is connected
16 completely by the bike path, and that's also another
17 concern is to encourage walking and biking to reduce
18 pollution. And basically, improvement of access should be
19 considered in the planning of the Green Line.

20 MS. NANCY FARRELL: Thank you. Will you submit
21 those principles to us?

22 MR. SAL ISLAM: Yeah, do you want it right now?

23 MS. NANCY FARRELL: You can leave it in the back,
24 please.

25 MR. SAL ISLAM: Okay.

1 MS. NANCY FARRELL: Thank you.

2 MR. SAL ISLAM: All right.

3 MS. NANCY FARRELL: Thank you.

4 [MR. AARON NEVIN]: Thank you.

5 [Applause]

6 MS. NANCY FARRELL: Christine Kim, Alex Epstein,
7 and Dan Tremitiere. Christine, are you here?

8 AUDIENCE MEMBER: No, she left.

9 MS. NANCY FARRELL: She left. Okay. Alex
10 Epstein? Alex is here. Okay. We're getting there,
11 people. Thank you for your patience, or you had nothing
12 exciting to do tonight, I guess, besides be here.

13 MR. ALEX EPSTEIN: This is quite exciting. I'm
14 Alex Epstein. I'm a member of STEP and Somerville Bicycle
15 Committee, but I'll be speaking as a Somerville-Cambridge
16 or Cambriville resident. And I'd like to point out a
17 hundred years ago Somerville developed organically as a
18 rail transit community. Seventy years ago we were short-
19 changed of that. This is a partial restoration, and I'm
20 thrilled to see it, and thank you for the efforts to this
21 point.

22 I do not own a car. One out of three
23 Somervillians does not own a car. There's every reason to
24 believe that the car ownership rate will continue to
25 decrease, and we should be proactive in promoting that

1 trend. To this end, it is very important -- as I read the
2 DEIR, I really do not see an organic integration of the
3 stations with pedestrian access, accommodations for wider
4 sidewalks, bus pullouts, complete Community Path
5 integration at the same time, as well as a commitment to
6 build a Community Path at the same time as the Green Line
7 is constructed. This is an important feeder artery, just
8 as the Minuteman is for Alewife and contributes hundreds,
9 if not close to a thousand, riders per day.

10 At the same time, another corequisite, as well as
11 the Community Path, I believe, is making it possible for
12 the Route 28 McGrath Highway overpass to be a human scale
13 boulevard. Much like when the Westside Highway in
14 Manhattan crumbled, it was not rebuilt, neither should we
15 rebuild the McGrath Highway. It should become a porous
16 barrier. We should be able to walk across it and not fear
17 for our lives.

18 And finally, in the design of this Green Line
19 Extension, it is very important to make provisions for
20 extensions to Porter Square with intermediate stations.
21 This is innate to the design of the actual Union Square
22 Station, the way the physical layout is planned. It's very
23 important to be able to plan for continuing along the
24 Fitchburg Line, connecting to the Red Line, in the future.

25 I'll also point out that the bike parking that's

1 currently laid out in the DEIR is a smaller percentage of
2 the expected ridership than the percentage at Alewife,
3 which is about two to three percent. It is important, as
4 bicycling grows as a way to access mass transit, to include
5 at least two to three percent of the expected ridership in
6 sheltered bicycle parking, not exposed bicycle parking, at
7 each of the stations. Thank you.

8 MS. NANCY FARRELL: You're out of time, Alex.
9 Thank you.

10 [Applause]

11 MS. NANCY FARRELL: Dan?

12 MR. DAN TREMITIERE: Hi there, thank you for
13 being here tonight and for pronouncing my name correctly.
14 I am Dan Tremitiere. I'm a resident of Brickbottom for a
15 little over a year. I purchased my home last year, looking
16 very much forward to the extension of the Green Line as a
17 catalyst for development in Union Square and Brickbottom,
18 and I remain an ardent supporter of the extension.

19 However, I'm here tonight because I'm deeply
20 disappointed in the process that's created this draft
21 report. We at Brickbottom have been working for over a
22 year to provide comments, feedback, and corrections to the
23 report, many of which have not been included in this draft.
24 As a result, there are, I believe, still figures showing
25 several residences in our building buried in one of the

1 conceptual renderings. What we have in front of us is a
2 flawed, contradictory, incomplete, and inaccurate report in
3 many respects; and as a result of that, I have to
4 strenuously object to its being adopted as the final EIR.
5 It's completely unsuitable.

6 Other residents of Brickbottom have touched on a
7 lot of issues. I want to comment on a couple of specific
8 issues. First off, I can't underestimate the importance of
9 including an analysis of the maintenance facility's noise
10 and vibration impacts in the hours when the Green Line is
11 not running. That is missing from the draft report and,
12 without that analysis, it is incomplete. There's only a
13 combined noise and vibration figure. As you might imagine,
14 the hours between 1:00 a.m. and 5:30 is when most of us
15 would like to be sleeping, and so that is a very important
16 time for us.

17 The other thing that concerns me is that the
18 draft report mentions I think it's thirty or forty units
19 being mitigated at Brickbottom. There's been no
20 consultation with Brickbottom about identifying those units
21 and the criteria used to determine which units would be
22 mitigated, and I also fail to see how a partial mitigation
23 could be visually compatible with the historical
24 significance of the building as addressed in other parts of
25 the DEIR. So as --

1 MS. NANCY FARRELL: You've run out of time, Dan.

2 MR. DAN TREMITIERE: Thank you. I just want to
3 strenuously -- please put forward a final EIR with Yard 8
4 off the table. Thank you.

5 MS. NANCY FARRELL: Thank you. The next four
6 speakers are Frank Farley, Enid Kumin, David -- David --
7 can't read it -- David Douglas, maybe, and Chris Matthews.
8 Do we have Frank Farley? No Frank Farley? Okay. Enid?
9 The mic's very sensitive, obviously. You don't really have
10 to touch it, even if you're shorter or taller or anything.
11 So thank you. We'll start again. Hi, Enid.

12 MS. ENID KUMIN: We've just demonstrated that.
13 Yeah, hi. My name's Enid Kumin, and I'm a member of the
14 Somerville Bicycle Committee. I'm also a resident of
15 Somerville, and I'll just be speaking as a Somerville
16 resident. I live in the Spring Hill area. I wanted to say
17 that I support the project generally for many reasons
18 already mentioned but, in particular, because the project
19 would contribute to reducing congestion and greenhouse
20 gases. It would improve overall air quality, and it would
21 contribute to economic development and provide long-term
22 jobs potentially.

23 I definitely want to see the design and
24 construction of the Green Line Extension and the Community
25 Path together because more -- and more bike parking and

1 more protected bike parking would promote the objective of
2 easy local access to the new branch of the Green Line. I
3 also think that it's essential to find an alternative to
4 Yard 8. I think the case has been made pretty well by
5 others tonight. On another note, I also think that
6 extending to Route 16 in this particular phase would be
7 most efficient because I think that the length of this
8 process is going to be such that, by the time we get to the
9 Route 16, we will have, in fact, absorbed whatever second
10 might be contemplated.

11 I applaud the idea of a citywide advisory group.
12 My observation is that community input of this kind helps
13 rather than hinders projects, and the fact that you're only
14 at the ten percent design stage provides an opportunity to
15 incorporate many of the suggestions that you've heard
16 tonight, particularly those made by Monica Lamboy. And
17 last but not least, I think that it's clear, based on
18 what's happened tonight, that the EIR could use another
19 iteration. Thank you.

20 MS. NANCY FARRELL: Thank you.

21 [Applause]

22 MS. NANCY FARRELL: David Douglas?

23 MR. DAVID DOUGLAS: Yes, I'm David Douglas, and
24 I'm a member of Brickbottom, again. What I'd like to say
25 is that the Green Line Extension's an exciting project.

1 I've never heard anybody that's against it at Brickbottom
2 or anywhere else, as we can hear tonight. Just don't let
3 the Community Bike Path get bypassed in this whole setup.
4 That should be part of the budgetary analysis, and it
5 should be part of the construction finishing. In other
6 words, they should be coupled.

7 There are -- when the extension is built,
8 there'll be a lot of noise, and I really want to see some
9 mitigation of that before the construction starts. Why not
10 put it below grade past Brickbottom or in any other
11 feasible area? Why not put it in a tunnel as, you know, as
12 the gentleman was suggesting earlier? And why not use
13 rubber wheels? I'm concerned during the construction
14 process of contaminants in the soil. This has been used as
15 a switching yard for many years. So there's going to be
16 asbestos and other contaminants in the soil, which will get
17 in the air and then cause problems for us.

18 The readings -- I want to talk about noise
19 levels. The readings that I heard quoted tonight are just
20 patently false. I live in the southwest corner below
21 George Gabin, and these levels are in the 95 to 110 decibel
22 range and not the 75. These are heavy, heavy sounds. Let
23 me give you an example. Quick example, I'm sitting on my
24 couch. The television's about eight feet away. When the
25 commuter trains on the other side of the building go by, I

1 can't hear the television, and I can't have a conversation
2 with my wife who's sitting next to me on the couch. When
3 they're on my side, there's squealing as it turns a large
4 corner. This happens at all times of day or night. Those
5 are significant sounds issues.

6 The last thing I'd to say is, please, let's look
7 to the future of transportation and not be held hostage to
8 the infrastructure of the past. Thank you.

9 MS. NANCY FARRELL: Thank you.

10 [Applause]

11 MS. NANCY FARRELL: Chris Matthews?

12 MR. CHRIS MATTHEWS: Hello, I'm Chris Matthews,
13 Vice President of the East Cambridge Planning Team --

14 MS. NANCY FARRELL: Chris, just step a little
15 closer to the mic, please.

16 MR. CHRIS MATTHEWS: -- Vice President of the
17 East Cambridge Planning Team, resident of East Cambridge.
18 A lot of what I wanted to say has been said already. I
19 just really want to reiterate the point that Councilor
20 Kelley made that this is our chance to get it right. We've
21 got one chance and, as Kate knows, in East Cambridge we've
22 been trying to be proactive and positive in figuring out
23 how we can make the moving of Lechmere Station as
24 beneficial as possible to the community. We are losing out
25 in general because our station, which is now in the

1 neighborhood, will end up on the other side of the highway.

2 You know, we think with common sense, redesign of
3 the station, putting entrances on the side of the
4 neighborhood rather than on the other side, giving us
5 indoor ticket machines -- CharlieCard machines -- a real
6 lobby like all the other stations have would be a great
7 improvement. Narrowing McGrath Highway we think is
8 possible, which will help us connect to the station,
9 preserving the historic buildings on the site as they are.
10 And then probably, rather uniquely for a community group,
11 we're actually recommending increasing development density
12 on some of the parcels that you own. We think that this
13 would be a huge benefit to you for obvious reasons and
14 would help pay for the other modest proposals that we have.

15 I do want to say that I was glad to see a lot of
16 people from the Glass Factory here. Ivy, Christopher, and
17 their friends, they've been attending our meetings. Our
18 overarching goal is to help direct abutters whenever
19 there's a development that affects them. And again, I just
20 want to say to anybody from the Glass Factory that the East
21 Cambridge Planning Team is here to help you. And one
22 footnote, NorthPoint is not a pipe dream. With the Glass
23 Factory and the new buildings at Archstone and the Sierra
24 and Tango buildings, there are 800 existing and brand new
25 homes out at NorthPoint already. That's a big number.

1 MS. NANCY FARRELL: Thank you.

2 [Applause]

3 MS. NANCY FARRELL: The next few speakers are Shi
4 Shen Yang, David Dahlbacka, and Jared Ingersoll. Any of
5 those people here? Okay. Who of the -- David? Come on
6 up. David, you and I used to work together. See, I'm so
7 memorable.

8 [Laughter]

9 MR. DAVID DAHLBACKA: Well, we'll have a talk
10 afterwards.

11 MS. NANCY FARRELL: Okay.

12 MR. DAVID DAHLBACKA: Okay. I wanted to say,
13 first of all, that I've been in favor of the Green Line
14 Extension since I first heard of it. I've thought it was a
15 very, very good idea. There are some issues I had with the
16 DEIR's minimizing of the economic contribution. The
17 attitude was that it would not actually stimulate economic
18 growth, it would merely change its location and,
19 considering what happened in Davis Square, that's not a
20 realistic description.

21 What I've been hearing and what I've read in the
22 DEIR says that this is a case of engineering out where the
23 Green Line, the MBTA, decided that they were going to do
24 their operational thing. That's engineering out and, when
25 you do that first without getting community input, you can

1 get problems like we're seeing. I'd like to state that --
2 so I believe that we should have a final EIR because we
3 don't have an economic analysis. We should have a thorough
4 economic analysis of the implications of the Yard 8 which,
5 you know, many have said is going to be a disaster, and
6 economically it's going to be a disaster.

7 Also, the issues surrounding the other stations
8 and their possibilities -- I'd like to suggest that the
9 head houses -- well, the head houses though are only
10 accessible or seem to be only accessible on one side of the
11 street. They should be accessible on both sides,
12 pedestrian access an issue. Since you are going to have to
13 be putting up electric pylons anyway, you should plan on
14 putting them all the way across as support for electrifying
15 the commuter rail trains. You can set up dual tread, dual
16 power. They can shift over when they get into the
17 neighborhood, and that will further alleviate the air
18 quality problems in the neighborhood.

19 Again, I'm against the Yard 8 for economic
20 reasons, and we should leave open the possibility of
21 extending the Green Line to Porter Square. It's a very
22 practical thing to do. Thank you.

23 MS. NANCY FARRELL: Thanks. You're out of time.
24 Jared Ingersoll? Is Jared -- yes. The next two people
25 will be Tori Antonino and Lee Auspitz.

1 MR. JARED INGERSOLL: Hi, my name is Jared
2 Ingersoll. I live at 176 Mystic Street Extension in West
3 Medford. I actually used to live on Arlington Street,
4 which is on the border of Arlington and West Medford, as
5 well. I have since moved. Neither residence is really
6 served by this extension unless it goes to 16. So I have
7 somewhat of a vested interest here tonight. I'd like to be
8 able to take the Green Line, get rid of a car.

9 I wanted to first thank you for coming down to
10 the City Council yesterday and, you know, appearing in that
11 forum. It's important for Medford. Medford is kind of
12 engaged in this process in a somewhat different fashion
13 than Somerville. A lot of people watch the City Council on
14 our TV station. So, you know, I just want to thank you for
15 doing that.

16 Now, that said, the DEIR I think is pretty weak
17 on planning from College Ave. to Route 16. There's a lot
18 of things that were required as part of the MEPA
19 certificate. Studying the Winthrop Street Station just
20 vanished out of the plan. There was a station between
21 Winthrop -- a combined station Winthrop and College -- that
22 didn't seem to get any serious consideration. Route 16,
23 which I'm very in favor of, the plans for it to knock down
24 Cummings property, take Elizabeth Grady, I think it's
25 already been established last night at the Council meeting

1 that that really, you know, worst case scenario in this
2 plan really isn't the right way to go. You can get the
3 tracks in there. You can get a station in there without
4 having to take any of those buildings. Those buildings are
5 important to Medford, not only from a tax perspective, but
6 from a development perspective. They will, you know,
7 provide future tax revenue. 16's also important.

8 MS. NANCY FARRELL: You are running out of time.

9 MR. JARED INGERSOLL: Okay. 16's also important
10 because there will be bicycle connections there, and I
11 think that not including 16 really jeopardizes New Starts
12 funding. I think it's the best air quality project with
13 Route 16 in there. Thank you.

14 MS. NANCY FARRELL: Thank you.

15 [Applause]

16 MS. NANCY FARRELL: Tori Antonino? Is Tori here?
17 Oh, good.

18 MS. TORI ANTONINO: Hi, I'm Tori Antonino, and
19 I'm a Somerville resident. My question is regarding the
20 balanced distribution of jobs that are going to be created
21 by the physical construction of this project or jobs that
22 are predominantly traditionally male. And what policies
23 will be put in place to ensure that women who wish to
24 compete in these new hundreds of however many jobs created
25 -- what will help them to compete effectively and fairly

1 for these jobs? What might the policy makers effect?

2 Shall we like raise Rosie the Riveter or --

3 MS. NANCY FARRELL: Maybe you didn't come in in
4 the beginning. We're not answering questions tonight, but
5 we will answer your question in writing.

6 MS. TORI ANTONINO: Oh, can it be a rhetorical --

7 MS. NANCY FARRELL: Oh, no, it should be
8 answered. It should be a real question.

9 MS. TORI ANTONINO: I mean, but can you -- all
10 right.

11 MS. NANCY FARRELL: But we can't answer it
12 tonight because tonight we're just listening.

13 MS. TORI ANTONINO: All right. Well, there it
14 is.

15 MS. NANCY FARRELL: Okay. Thank you.

16 MS. TORI ANTONINO: I'll write a letter.

17 MS. NANCY FARRELL: Okay. Great.

18 MS. TORI ANTONINO: Thanks.

19 MS. NANCY FARRELL: No -- well, okay. Thank you.
20 Lee?

21 MR. LEE AUSPITZ: I'm Lee Auspitz. I've been on
22 the Citizen Advisory Committee for this project and for the
23 precursor project, Beyond Lechmere Study. And I guess the
24 Mayor honored me with these appointments because I had also
25 been involved in the Davis Square activity for a long time,

1 and I guess I'm not allowed to ask a question. But the
2 fellow from the Conservation Law Foundation asked a
3 procedural question which is whether information would be
4 available on these sitings for the maintenance facility in
5 advance. My further question, which is a piece of
6 information we were promised from the start is, will there
7 be cost information that breaks out and prorates the
8 portion of the maintenance facility that is necessary for
9 this specific project as opposed to the overall systemic
10 maintenance facility costs? I point out that the Beyond
11 Lechmere Study in its Appendix C did have a conceptual cost
12 estimate for the various options, and there was an estimate
13 for a maintenance facility at about \$6.15 million. I'm
14 assuming the sum is much higher; but if you could prorate
15 those, that would be very helpful, and it'd certainly be
16 helpful to me in writing my letter.

17 The observation I wanted to make, and I otherwise
18 would associate myself with all of the remarks from the
19 City of Somerville which I thought were very good, but it's
20 -- the observation I have to make is so uncollegial that
21 you won't get it from a city body, which is that the
22 overall DEIR that we have is really not in compliance with
23 the State Implementation Plan, the SIP, because that does
24 specify that the line has to go out to Medford Hillside.
25 And by no -- and when that was made, there was a very

1 specific set of maps that were referred to, and it's quite
2 clear that Medford Hillside is not Tufts University. So
3 you actually are not in compliance with the SIP.

4 MS. NANCY FARRELL: Thanks, Ken. You're out --
5 I'm sorry. Lee, you're out of time.

6 MR. LEE AUSPITZ: Oh, that's all.

7 MS. NANCY FARRELL: Thank you.

8 [Applause]

9 MS. NANCY FARRELL: And speaking of Ken Krause,
10 you're next. That's why I said Ken, I was looking down at
11 your name. And after that, we have Steve McDonald, Mike
12 Korczynski, and Councilor Sam Seidel from Cambridge, and
13 Fred Berman.

14 MR. KEN KRAUSE: Thank you. Ken Krause, Medford
15 resident. I just want to say I'm fully supportive of the
16 preferred alternative in the DEIR, which is go to Route 16
17 as the terminus station with parking. I would like to see
18 that done in one phase by 2014.

19 There are three issues that I think are of
20 concern with the DEIR related to the requirement of the
21 Certificate and the SIP, commitments that are not met in
22 the DEIR, and which is why I think a final EIR is needed.
23 One refers to the Route 16 analysis. Two is the Medford
24 Hillside requirement to be met, and three is the analysis
25 of the College Avenue station as a terminus. The DEIR

1 states that both phases of the project had been fully
2 evaluated in the DEIR, meaning Route 16 and College Avenue.
3 As was mentioned last night, Steve [Wohlfeil] described at
4 the meeting, similar to this, at the Medford City Council
5 that in the DEIR is the worst case scenario for Route 16,
6 and they have been working on a design that would not
7 entail taking the two big office buildings at Route 16,
8 which would massively bring down the cost of the project by
9 the tune of tens of millions of dollars.

10 And also the DEIR itself states that there are
11 29,000 cars a day passing Boston Avenue and Mystic Valley
12 Parkway, which is the second highest amount in the entire
13 study area. That, if nothing else, should have triggered
14 -- moved Mystic Valley Parkway Station to the top in terms
15 of the environmental impact analysis and the mitigation for
16 that. That station, its importance was magnified by the
17 number of cars and the impact on the air pollution, the air
18 quality, and the Mystic River. So it's important that that
19 station development -- design develop and, if it's true
20 that, as Steve and Mike [McConnell] pointed out, that that
21 design is underway, could that also be presented next month
22 when the designs are presented on the ongoing design on the
23 analysis of the other maintenance facility options.

24 The second one on whether it meets the Medford
25 Hillside commitment, I disagree with the assertion that the

1 project adheres to the geographic boundaries of the
2 Hillside. Warner Street, which is the southern boundary
3 claimed in the DEIR, is in South Medford. It's actually
4 closer to Ball Square Station than it is to College Avenue
5 or the Hillside. There are three options, two, maybe
6 three, that were studied that would have served the
7 Hillside, Route 16, Winthrop Street, or possibly the
8 station in between College and Winthrop. None of those is
9 in the project to be built by 2014, which I think means it
10 does not fulfill the requirement for the Hillside.

11 MS. NANCY FARRELL: And you need to wrap up now.

12 MR. KEN KRAUSE: The College Avenue terminus has
13 not been studied in terms of its impact as a terminus. One
14 fact in the DEIR states that, without a Mystic Avenue
15 Station, with College Avenue as the terminus, they see only
16 five additional park and ride drops in the peak period.
17 That's just totally unreasonable. So the environmental
18 impact needs to be studied there. We need the best project
19 that's going to get funded and approved by the EPA. So
20 let's get the best project in the FEIR.

21 MS. NANCY FARRELL: Thank you.

22 [Applause]

23 MS. NANCY FARRELL: Steve McDonald?

24 MR. STEVE MCDONALD: Good evening. I'm Steve
25 McDonald, a Somerville Ball Square resident. I'd like to

1 thank you for all your hard work and staying out here so
2 late tonight, and I'd also like to congratulate you where,
3 as Kate said, people have failed at implementing this
4 obviously good idea for perhaps two generations or more.
5 And I hope that you're part of the team that can make it
6 happen.

7 And as a Somerville resident, my biggest
8 complaint is I think a lack of creativity with regard to
9 the maintenance facility. We've been doing these sort of
10 meetings for a couple years now, and there's a lot of
11 opposition to the current plan. And I just -- I don't see
12 a lot of innovation, a lot of creativity, looking at things
13 a different way. Option L apparently was thought about too
14 late to make this document. That's unfortunate. There's
15 not a lot of talk of consolidation and, in the future, I
16 hope you can just do something more creative there. And so
17 to close, I just want to wish you a lot of good luck in
18 keeping parking places away from all our walkable T stops,
19 and good luck in getting to Route 16. Thank you.

20 MS. NANCY FARRELL: Thank you.

21 [Applause]

22 MS. NANCY FARRELL: Mike Korcynski?

23 MR. MIKE KORCYNski: Hi, my name is Mike
24 Korcynski. I'm an abutter on Burget Ave. I abut the
25 proposed phase one College Ave. terminus. I oppose the

1 idea that College Ave. makes a good terminus. I think the
2 incursion into the neighborhood runs pretty deep. I mean,
3 the tracks don't merge into the existing commuter rail
4 tracks until the Winthrop Street Bridge, and this project
5 is only responsible for mitigating up to the end of the
6 tail tracks of the Green Line, which basically ends at
7 Booking Street. So you're talking about 1,600 feet of
8 track that will go unmitigated and will decrease the
9 quality of life for residents on Charnwood.

10 I think, when this project started, we were told
11 it was a once in a hundred year opportunity and really I
12 believe that, and I don't think that a second phase will
13 ever come. And I think, if we miss the opportunity to do
14 Route 16 now, we won't actually serve Medford Hillside and
15 it will fail to meet the SIP requirement. And I am
16 suffering eight hours of Green Line overload in the past
17 two days. I just think we should put the best project
18 forward, and I agree with a lot of the things that Ken and
19 Jared Ingersoll said. And I really hope that you include a
20 better plan to Route 16, considering not taking land and
21 finding something that works for Medford. Thanks.

22 MS. NANCY FARRELL: Thank you.

23 [Applause]

24 MS. NANCY FARRELL: City Councilman Sam Seidel?
25 And you were probably not here when we set up our two-

1 minute limit, so just wanted to let you know that since it
2 is kind of getting late.

3 COUNCILMAN SAM SEIDEL: That's okay.

4 MS. NANCY FARRELL: Okay.

5 COUNCILMAN SAM SEIDEL: I was told as I walked
6 through the door --

7 MS. NANCY FARRELL: Oh, okay. Thank you.

8 COUNCILMAN SAM SEIDEL: -- that we only had two
9 minutes. So first, let me thank you for all your hard work
10 obviously tonight. Let me say to start, I'm Sam Seidel
11 from the Cambridge City Council. Obviously, I support the
12 extension of the Green Line, no question about that. I am
13 here to speak about the Cambridge issues, particularly the
14 Lechmere Station. I want to say, I think, really just two
15 things. Don't short-change the urban design component of
16 these stations. They are important pieces of urban
17 architecture. They will be there for hundreds of years.
18 So let's do them right now because they will have
19 potentially a very good beneficial impact on the
20 neighborhood.

21 The second, of course, is connectivity. The
22 station's going to move further away from a lot of the
23 residential activity. There is actually -- I actually view
24 that a huge opportunity, but we've got to, again, spend the
25 time to figure out how to do it right. I think, if we can

1 move people across those streets, it's going to be a
2 challenge, but we can do it well, and I think it's going to
3 bring the NorthPoint project back -- knit it back into the
4 community. So I just want to urge spending the time to
5 figure that out.

6 And finally, I'd just say that we have a very
7 active East Cambridge Planning Group, and they are, you
8 know, there because their hearts bring them there, and
9 they're doing a lot of good work. And I hope that a lot of
10 their thoughts can, if not be actively incorporated, heard,
11 listened to, and thought about as you do your work. Thank
12 you.

13 MS. NANCY FARRELL: Thank you very much.

14 [Applause]

15 MS. NANCY FARRELL: Fred Berman? Mr. Berman, you
16 have the honor of being the last person signed up to speak.

17 MR. FRED BERMAN: So there's nobody waiting for
18 me to finish, right? No.

19 [Laughter]

20 MR. FRED BERMAN: So I thank you very much for
21 getting the project as far as it is and, as other people
22 have said, good luck keeping it moving on time, on
23 schedule, and under budget. It has to go in one phase out
24 to Medford, Route 16, otherwise it won't happen. I think
25 we all agree on that.

1 I want to remind you that the purpose of this
2 project is to mitigate the impact on this area of the
3 overwhelming air pollution from cars that came about
4 because of the way Route 93 was developed. We don't want
5 to bring more cars into Somerville. We don't want to
6 design these stations to be car-friendly. If people need
7 to drop somebody off, that's not really an issue, I think,
8 in this corridor where, you know, almost all of Somerville
9 and a lot of Medford is within a half a mile of the tracks.
10 This is walkable distance.

11 What that means is that, as we build the Green
12 Line, we should be thinking about the Community Corridor
13 not as some adjunct, but this is all about non-car-based
14 transportation. So it shouldn't be separate projects.
15 They should be integrated projects, not just because
16 they're feeders to the trains, but because they are
17 alternatives to cars, and that's what this is all about --
18 moving people without cars. And to that end, there should
19 be, as a gentleman suggested before, a pedestrian-friendly
20 mechanism for getting across Route 16 and into West
21 Medford, where there's a commuter rail, because the more we
22 feed people along this corridor in ways that make it
23 possible to go back and forth, the more we're making the
24 conditions right for economic development.

25 I want to say something about Yard 8. I have

1 been to these meetings, I think, for about four years now,
2 and I never heard anybody say anything positive about
3 building, you know, a facility at Yard 8. So it boggles my
4 mind that this is still on the agenda. I hope that we have
5 good news coming in a few weeks when we hear that, in fact,
6 it's finally been abandoned. I live right near Porter
7 Square. I think it makes total sense to have intermodal
8 connections and to plan for ultimately connecting Union
9 Square to Porter Square. It's such a logical thing, I
10 can't believe it wasn't part of this process. And --

11 MS. NANCY FARRELL: And say something really
12 brilliant for your last line. Go ahead -- because you're
13 out of time.

14 MR. FRED BERMAN: Okay. Well, I think the bottom
15 line is also that you need to maintain strong public
16 participation. You have a lot of support for public
17 transportation in this community. Take advantage of it to
18 get the best design.

19 MS. NANCY FARRELL: Thank you.

20 [Applause]

21 MS. NANCY FARRELL: Kate is going to say a few --
22 a few goodnight words, but I will use my prerogative of
23 holding the mic to thank you all for your patience and
24 courtesy and for all of the meetings you've come to and
25 listened to us over the years. We do try to do a very good

1 job. We're not perfect, but we thank you for all your good
2 ideas. Kate?

3 MS. KATHERINE FICHTER: I wanted to say you guys
4 are the few and the proud to still be here. Forgive me if
5 I'm not quite as peppy as I was four hours ago, but I did
6 have a couple of points I wanted to clarify, a few things
7 to sum up, and just a little bit about next steps. And I
8 was sort of jotting down that people said that really
9 resonated with me that I just kind of wanted to come back
10 to.

11 The first, actually, was Councilor Seidel, who
12 make a really interesting point and I think a very valuable
13 point, which is I want people to understand that, when we
14 come to these meetings, when we read your letters, when we
15 read your emails, and we see you in the newspaper, and we
16 read you in the blogs, we hear you, we understand you, you
17 influence our thinking. Just because we don't always take
18 suggestions that people make doesn't mean that we don't
19 hear you and doesn't mean that we don't care. It means
20 that there may be other constraints that we're dealing with
21 or other things that we're trying to balance or compromise.
22 So I just wanted to get that point out there.

23 I also liked the point that Jim, I believe, made
24 about trust and that we also feel that the trust is not
25 what it should be here, and we want to keep working on

1 that. We try to work on it every single day with every
2 email that we answer and every phone call we take, and
3 we're going to keep doing that as we move into the next
4 phases of this process.

5 Just a point of clarification about the DEIR, it
6 is true that we have requested that what we have submitted
7 so far be considered as we call a "Single EIR," which
8 essentially means that we would be coming to the end of the
9 process here. We've done this largely because we think
10 we've done a good job and also because we have a schedule
11 that we need to meet, and that helps us to get there. The
12 point I wanted to make is that, even if we are to be
13 granted that, and there's certainly no guarantee that we
14 will be, that doesn't mean that the process stops. We
15 still have responsibility to answer all of the comments
16 we've heard here, answer all the comments that we receive
17 through the mail, and that's not just a yes or no answer.
18 That's a detailed answer. So I don't want anyone to walk
19 away tonight thinking that, if we are granted the SEIR, it
20 means that you'll never hear from us again or we'll never
21 continue to work on what we've about because that's not the
22 case.

23 A few other just sort of general issues in no
24 particular order, so please be patient. But the issue of
25 mitigation, somebody raised mitigation as a method for

1 correcting existing problems. Typically, the way we deal
2 with mitigation is we are responsible for mitigating the
3 impact we cause with our project. We are neither able nor
4 really responsible to go in and solve a lot of longstanding
5 problems that may not really have anything to do with the
6 Green Line. Would that we could, and we know
7 municipalities have needs. We wish that we could do those
8 and, where there's an overlap, that's a happy coincidence.
9 But at the bottom, our responsibility is to try to correct
10 the problems we cause, not correct other ones.

11 We hear you on the buses. We're going to keep
12 working on that. We're going to keep trying to make the
13 bus connections as good as we can to the rail. One point I
14 did want to keep in mind, someone early on had mentioned
15 the importance of having bus pullouts at all of the
16 stations. We are very sensitive to not wanting to take
17 more private property than we need to. The bigger the
18 footprint of the stations, that's something we need to
19 think about. So again, there's just a balance there.

20 The question of women's jobs, that actually has
21 come up recently on another project we're working on. So
22 we're beginning to try to figure out what we are allowed to
23 do under state and federal law to try to influence how jobs
24 are assigned on the construction level. That's something
25 we're going to keep working on in general, and it's

1 certainly something we can look at for the Green Line.

2 The idea of introducing mitigation before we
3 begin construction, that was something we first heard at a
4 meeting at Brickbottom. We think it's brilliant. We're
5 going to try to do it where it's appropriate, where it's
6 possible. You know, if we can put in mitigation that helps
7 to soothe people through the construction process, that's
8 all to the good for us, too.

9 Somebody said earlier that it seemed like we were
10 designing the stations to be auto-oriented. I could not
11 disagree with that more. These stations are the farthest
12 possible thing from being car-oriented. Everything about
13 this project is the farthest possible thing from being car-
14 oriented. If we are looking to provide a safe place for
15 people to do very quick pickup and drop-off, it does not
16 mean that we are prejudicing cars over transit. This is a
17 transit project. We're coming at this as a bicycle,
18 pedestrian, neighborhood station kind of project, and I
19 don't want anyone thinking that we're doing this to favor
20 cars because we're not

21 And also on that note, while it is true that DEIR
22 does discuss the analysis that we did more than a year ago
23 now, I think, on the possibility of a parking garage at
24 Route 16, we abandoned that idea a long time ago. We have
25 said that publicly. We are not going to reconsider it.

1 There is not going to be a big parking garage at Route
2 16/Mystic Valley Parkway when that station gets built. So
3 please, if you hear anybody saying that, please correct
4 them.

5 What are some of the other things? Yes, someone
6 asked about doing detours during the construction phase to
7 try to keep traffic off residential streets. That's
8 certainly something we care about, certainly something that
9 we'll be working on.

10 Someone also mentioned green design. That was
11 something that was actually in the original MEPA
12 Certificate. It's something we've always had in mind and
13 something we're going to be continuing to look at as we
14 move into preliminary engineering and then beyond.

15 Also, on Option L, which has been talked about a
16 lot tonight, somebody mentioned the property impacts on
17 Option L. I think it was Tom Bent. Our preliminary
18 analysis, which I think will hold true through the end, is
19 Option L would require the taking of two private businesses
20 and one parking lot. I think it was described as a
21 significant impact. That's all relative, but that's what
22 it is. It's two businesses and a parking lot.

23 Somebody said that I said something about
24 believing that Mirror H blocked -- I don't what. Whatever
25 it was, I didn't say it. I didn't say anything one way or

1 the other about whether or not one of the maintenance
2 facility locations blocked economic development.

3 And are the guys who had the eleven principles
4 still here? No? Okay. I wanted to say to them, and I'll
5 say to everybody else, my name, my email address, is on the
6 Fact Sheet. A lot of people know me, and a lot of people
7 have it. If you have a group that wants us to come out and
8 talk to them, if you have a group that's interested in our
9 project who we haven't reached, we've done dozens -- more
10 than dozens -- of meetings, but we always want to do more.
11 So please contact me. Don't sit out there and think that
12 we haven't reached out to you, reach out to us. We'll do
13 whatever we can. I don't think we've ever turned down a
14 request or an invitation, and we don't plan to do it in the
15 future.

16 And I think that's enough for now. Thank you,
17 everybody. We really appreciate it. We love this project.
18 We want to keep working on it. We want to keep working
19 with you, and please get home safe.

20 [Applause]

21 (*Adjourned*)
22
23
24



