

**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MassDOT)  
GREEN LINE EXTENSION PROJECT**

**PUBLIC MEETING – SUMMARY MINUTES**

LOCATION OF MEETING: Somerville High School, Somerville, MA

DATE/TIME OF MEETING: June 30, 2010 – 6:00 PM – 9:20 PM

ATTENDANCE: A list of those who signed in is provided at the end of this summary

PROJECT TEAM: Kate Fichter, MassDOT (Project Manager); Kristine Wickham, VHB; Kristen Bergassi, VHB; David Boate, VHB; Laura Castelli, VHB; Mark Louro, VHB; Lisa Standley, VHB; Jason Ross, HMMH (Noise and Vibration); Regan Checchio, RVA (Public Participation); Nancy Farrell, RVA (Moderator); Charlie Patton, RVA (Public Participation)

PURPOSE/SUBJECT: This project meeting provided an opportunity for members of the public, agency representatives, and other project stakeholders to discuss the Final Environmental Impact Report (FEIR) and learn about changes to the project since the Draft Environmental Impact Report (DEIR) was filed. It was conducted within the FEIR comment period.

**BACKGROUND:**

The Green Line Extension Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). This project will extend existing MBTA Green Line service from Lechmere Station through the northwest Boston corridor communities of Cambridge, Somerville, and Medford, with an extension of the main line to Medford and a spur line to Union Square in Somerville. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

**PRESENTATION:**

Nancy Farrell, Regina Villa Associates, opened the meeting and reviewed the meeting guidelines. She introduced Kate Fichter, Green Line Extension Project Manager. Ms. Fichter thanked those present for coming out for the meeting. She also noted that the meeting was not a formal hearing, and there would be no transcript. Anyone wishing to send comments on the Final Environmental Impact Report (FEIR) to the Massachusetts Environmental Policy Act Office (MEPA) should do so in writing before the July 23, 2010 deadline.

Ms. Fichter then gave a brief PowerPoint presentation, available on the [project website](#), highlighting changes in the project that have occurred from the Draft Environmental Impact Report (DEIR) to the FEIR, including the change in siting of the maintenance facility from the Yard 8 parcel to the "Option L" location.

She pointed out the FEIR is a smaller document than the DEIR, and more focused on specific project items that were requested by the Secretary of Energy and Environmental Affairs in the DEIR Certificate.

She also noted that the Route 16/Mystic Valley Parkway station is not proposed as part of the current project. She said that station will likely be the focus of a community-planning process administered by the Metropolitan Area Planning Council (MAPC).

Ms. Farrell then opened the meeting for questions and comment. Speakers were asked to restrict their remarks to two minutes to allow many speakers to participate or ask questions.

#### DISCUSSION:

Representative Carl Sciortino, Massachusetts House of Representatives, thanked MassDOT for hosting the meeting. He said that this project was a rare opportunity for neighborhoods because it was an investment in public transit infrastructure as well an examination of potential economic development for the region. He said he had continued concerns about the College Avenue station functioning as a terminus station for the Extension and wants to see the Extension go beyond College Avenue. He said he was pleased to know of MAPC's involvement in the community planning efforts in the fall so the Route 16 segment could be moved forward and meet the state's legal commitment. Representative Sciortino also thanked the community members who had come out for the meeting.

Representative Denise Provost, Massachusetts House of Representatives, thanked MassDOT for attending the meeting. She also thanked MassDOT for the advancement of the project during the recent transportation agency reorganization. She said that she was grateful for the public engagement on the project and hoped to continue the dialogue as it moves forward. She noted that the NorthPoint and Lechmere areas are very auto-oriented despite being close to transit. She said that this project gives a wonderful chance to reshape the urban grid and put back some of the connectivity that had been ripped out by regional infrastructure. She urged MassDOT to keep in mind the importance of keeping the stations accessible to pedestrians, bicycles, the young and the old via engineering and the Community Path. She expressed her gratitude for the relocation of the maintenance facility, but said that Option L still needs some tweaking. Ms. Fichter said she shared the concern about how new stations fit within the communities. She said that MassDOT is committed to provide multiple types of station access and will be working on these issues during the land use and station design workshops.

Senator Patricia Jehlen, Massachusetts State Senate, congratulated the Patrick Administration and MassDOT for their work in advancing this project. She said it was important to remain ambitious even in tough economic times and advocated economic development through infrastructure. She said this project is the result of a community effort that will improve its quality. She said she was glad MassDOT admitted its error in the original siting of the maintenance facility and relocated the site. She added that the two remaining issues are to include the Route 16 extension as part of this phase and incorporate the Community Path as part of the plan. She said that building all parts of the project simultaneously will add value and save money.

Craig Kelley, Cambridge City Council, thanked MassDOT for holding the meeting and taking comments to improve the project. He said there is only one chance to do this project right, and the Community Path and Route 16 need to be done now. Councilor Kelley also expressed support for the proposal to turn the existing Lechmere Station into a community open-air market, making it a dynamic point in the neighborhood.

Leland Cheung, Cambridge City Council, thanked MassDOT for hosting the meeting, adding that the public process has been vital to the project. He said the Green Line Extension is not

just an engineering or legal problem, but an opportunity to invest in the community. He expressed concern about the plans for the new Lechmere Station, especially around the intersection where people cross the highway to access it. He said he is concerned that the number of highway lanes will be expanded from 4 to 6, and about the impact that will have on foot traffic. He is also concerned about what will be done to the newly opened up East Cambridge parcel of land and how it will interact with what's around it.

Tim Snyder, Office of Representative Toomey, expressed the Representative's regrets that he could not attend the meeting. He supported many of the previous speakers' comments and thanked MassDOT for working with the community to find a new location for the maintenance facility. He noted that there have been many changes to the design of the new Lechmere Station, but many key issues still need addressing. More work still needs to be done to allow for pedestrians to safely reach the station. He added that there need to be future discussions about the site of the current station, noting that the East Cambridge Planning Team (ECPT) has done some great work in developing a open-air market proposal. He said it would be a mistake for MassDOT and the MBTA to do anything that would preclude that idea.

Ms. Fichter said that the plan to relocate Lechmere Station to the other side of the O'Brien Highway predates the Green Line Extension project, and many of the road plans were inherited by MassDOT from the NorthPoint development team and the City of Cambridge. That being said, Ms. Fichter stated that MassDOT has confirmed that the roadway changes are important to help balance the needs of all transportation modes in the area and to keep regional auto traffic out of residential neighborhoods in East Cambridge. She said MassDOT is also very sensitive to the pros and cons of relocating Lechmere Station and the project team will work hard to address public concerns.

Alderman Bill White, City of Somerville, thanked MassDOT for its efforts and how far the project has come, but said a few more steps were needed. He said that this project is the one time this will be done so the Community Path extension needs to be incorporated into the current plans, as well as the extension to Route 16. He also asked MassDOT to take into consideration the community's plans for the existing Lechmere Station.

Alderman Dennis Sullivan, City of Somerville, noted that he had just finished the process of developing the toughest municipal budget in his experience. He said this project could spark economic development and have positive local impacts, adding that the Community Path and Route 16 extension were key to the success.

Sarah Shugars, Somerville, encouraged MassDOT to write contracts that favor local residents for the construction jobs associated with the project. She said that this would help boost the local economy and minimize environmental impacts. Ms. Fichter thanked her for the suggestion and indicated that MassDOT will take her concerns into consideration as much as possible, but noted that MassDOT is restricted by state and federal law in terms of hiring practices.

Sal Islan, Groundworks Somerville, expressed his support for seeing the Community Path extended. He noted that he works with the Green Team, a group of youth activists, working to extend the project to Route 16. He also encouraged MassDOT to use renewable energy for the stations and continue to work with the community to "bring a green future." Ms. Fichter noted that MassDOT will try to do as much with renewable energy and materials as possible.

Jule Stevens, Groundworks Somerville, asked MassDOT to consider who will receive the jobs associated with the project and use zip codes to prioritize local hires and those who can walk to work.

Michael Lambert, City of Somerville, thanked Ms. Fichter and the rest of the project team for their work in finding a new site for the maintenance facility. He noted it was a difficult process and required the balancing of many different interests. He urged MEPA to approve the FEIR, noting that the project is supportive of Mayor Curtatone's three principles for community development. He added that the community now needs to turn its attention to improve plans for the Union Square and Washington Street Stations, Community Path and extension to Route 16. He said a robust public process that includes local residents with expertise can improve the project.

Steve Kaiser, Cambridge, said the land ownership of the NorthPoint parcels is still a 'horrendous mess.' He thanked MassDOT for taking on the responsibility of building new Lechmere, but noted that that he believes the traffic design that was inherited to be disastrous. He said he will be submitting an alternative plan to MEPA. He acknowledged that MassDOT showed flexibility in re-siting the maintenance facility, and asked the project team to keep an open mind regarding other design variations. He added that the Community Path is a vital connection for the project, and that the current plans for Brickbottom Station offer terrible pedestrian access. He said that he also hoped that noise mitigation efforts will include those for the diesel noise from the Boston Engine Terminal (BET). Ms. Fichter said the project team is still working on the station designs with an open mind, but there are some constraints.

John Kyper, Transportation Chair of the Massachusetts Sierra Club, expressed his support of the project and noted his happiness about moving the maintenance facility to the Option L site. He said the decision to cut back the terminus of the Medford branch to College Avenue is a mistake and an example of false economy that will adversely affect the neighborhood. He expressed his concern about the relocation of Lechmere and increase of lanes on O'Brien Highway. He also said that the Union Square Station needs to be built to easily include an extension to Porter Square later. Ms. Fichter said that that Union Square will be built so as not to preclude the Porter Square extension, but bridges and an Nstar substation would need to be modified and moved to accomplish this.

Elisabeth Bayle, Medford, said she is doubtful the Route 16 extension will happen because she has never seen the MBTA have a transit expansion project for one stop. She said Route 16 will provide major project benefits, but even if it is not included now, MassDOT should design College Avenue as a proper terminus because the further extension will probably never happen. Ms. Fichter noted that the MBTA has a history of adding infill stations, such as Assembly Square, and the planning process around Route 16 will be actively moved forward.

John Roland Elliott, Medford, said he wished to have more information regarding Appendix C of the FEIR. He also said that since his 2008 State Implementation Plan (SIP) comments, he has objected to the College Avenue station as being characterized as "Medford Hillside." He said it was disingenuous for the project team to claim surprise over community opposition to this characterization in the DEIR comment letters. He also noted that as part of his objections, he including 44 pages of supporting material noting that if the extension is to serve Medford Hillside, it must be extended at least as far as Winthrop Street.

Robert Martel, Property Manager for Brickbottom, thanked the Conservation Law Foundation (CLF), Somerville Transportation Equity Partnership (STEP), MassDOT and the elected officials

for their work in re-siting the maintenance facility to Option L. He wants to see a public process to plan, review and agree about mitigation before, during and after construction. He said the mitigation technology should be reviewed and examined. He also would like to see adjustments made to Option L that involve less land taking and more space between the residents and the facility. Ms. Fichter said MassDOT will continue to work with the community as the project moves forward.

Rafael Mares, CLF, congratulated MassDOT in reaching this critical stage of the project. He said that a lot of big issues still need to be addressed, though, such as the Community Path, Route 16 station, and relocated Lechmere station. He also said it is important for MassDOT to fully release information as requested, such as the documentation underlying Appendix C of the FEIR. Ms. Fichter said that the information that Mr. Mares had requested will be posted [online](#).

Heather Van Aelst, Brickbottom resident, thanked everyone on the project team, the elected officials, and everyone who listened to residents' concerns about the original siting of the maintenance facility. She noted that she supported the move to the Option L site and hopes that its design can be improved upon. She suggested performing an on-the-ground survey of BET parking and other temporary parking options in the area. She added that the Community Path is crucial to the project, and would be especially beneficial if extended to new Lechmere station. Ms. Van Aelst added that Brickbottom residents would also like to have good access to the Path, perhaps around Poplar Street. She also inquired when the results of the soil borings will be made available to the community. Ms. Fichter said the noise and vibration data was only just beginning to come in and there are a number of borings that still need to be done. She added that MassDOT has committed to fully fund the Community Path design, but cannot commit to funding the construction. She said MassDOT is working with the City of Somerville to find additional funding, including through the federal TIGER II grant process.

Kevin Oliver said it would be impossible to have a successful Green Line Extension without doing something to correct the crowding in the central tunnel. Ms. Fichter explained that Green Line "D" and "E" branches would be extended through to serve the new Extension and that the signal system on the north side of the system will be improved, all in an effort to reduce the strain on the central subway system.

Scott Allen said he is the owner and operator of MS Walker, an 80-year old business currently located in the Option L parcel. He said that his company only recently found out about the Option L alternative, and that relocating his business would incur impacts and costs that could destroy it, due to the difficulty in permitting in another municipality. He said the company is currently responsible for 330 jobs and asked MassDOT to consider other alternatives to the Option L siting. He added that the Option L site costs \$50 million more (in 2008 dollars) than the original Yard 8 alternative.

Rob Kassel, Brickbottom resident, thanked MassDOT for re-siting the maintenance facility to Option L, but noted it was a work-in-progress and the community still had concerns. He asked the project team to look at the placement of the track alignment to make the best use of land. He also asked that the Community Path be placed at a reasonable grade with connections at Brickbottom and new Lechmere stations. He was also concerned that no funding had been identified for the construction of the path. Ms. Fichter said MassDOT certainly does not want to inhibit Path connections, but noted that there are logistical and engineering difficulties in the Inner Belt area. She said she welcomed ideas on how to make these connections more easily.

Karen Molloy, Somerville resident, thanked MassDOT for the hard work on the DEIR and FEIR. She said it was important to build the Community Path as a means to knit together the community. She added that the Community Path has regional importance, as well, because it is an important link to the Minuteman Bikeway and to Boston.

Laurie Krieger, Medford Hillside, said that since the Commuter Rail tracks have been raised, the diesel noise has increased in her neighborhood. She added that it was also important to maintain the quality of local neighborhoods and urged MassDOT to grow trees even in proximity to the noise barriers. Ms. Fichter said the MBTA raised the Commuter Rail bed to solve drainage issues in the area, another issue that is of concern to residents. She added that the purpose of the noise barriers was to mitigate some existing rail noise in addition to Green Line train noise, and the team would look at the issue of vegetation.

Anita Marquard, Medford Hillside, said she liked the idea of a bike path, but was opposed to the idea of the Route 16 extension. She said a Route 16 station should not be considered until the traffic in that area has improved. Ms. Fichter said that MAPC would review the traffic analysis done to date as part of the community planning process.

Steve Mackey, Somerville Chamber of Commerce, said the Chamber supports the simultaneous construction of the Community Path with the Green Line Extension. He said he remains unconvinced that the maintenance facility cannot be constructed within the existing BET rail yard, and Option L is too costly and will take too much time to complete. He added that a coherent economic development plan needs to be developed for the area.

Alden Zecha, Brickbotom resident, said he was excited to see how far the project has come from the DEIR to the FEIR. He said that he still had some areas of concern, as the project moves forward. With regard to noise mitigation, he had three concerns: (1) amount of mitigation; (2) timing of mitigation (construction versus operations); and, (3) type of mitigation (passive, such as green walls or noise/energy wasters, such as air conditioners). Ms. Fichter said that the team plans to have mitigation plans in place during construction, where possible. She added that the process will be to work with the individual abutters to mitigate their concerns.

Alan Moore said he echoed the support for construction of the Route 16 terminus in this phase. He said that Option L is the preferred option, but urged MassDOT to continue to look to improve the design. He said the Union Square station should be constructed so as not to preclude a connection to Porter Square, and should have multiple entrances on Webster and Prospect Streets. He urged that the Community Path design not preclude working on a design to go beyond the Inner Belt area. He also advocated constructing the Path at the same time as the Green Line.

Charles McKenzie, Chair of the Inner Belt Business Group, said that the FEIR section on stormwater impacts assumes the existing drainage in the area is adequate. He said that within the past decade, however, current flooding has increased. He said this issue should be raised and addressed as soon as possible during the process.

Paul Morrissey, Medford, said he is a homeowner and area business owner in Ball Square. He expressed concern about the effects of construction on the Ball Square businesses, especially due to the bridge construction that needs to be done. He added that he hopes the quality of the mitigation homeowners receive is equal to the quality of what Tufts receives. He also encouraged the City of Medford to step up parking enforcement as more people will be visiting

the community. He said he personally does not mind a longer walk to the bus or Davis Square, if it means a reduction in the state's debt. Ms. Fichter said that MassDOT is very aware of the importance of the bridges (and construction sequencing) for the communities of Medford and Somerville. With respect to property acquisition, Ms. Fichter noted that the MBTA pays owners the value of the property and does not seize it. With respect to the project funding, Ms. Fichter said the Commonwealth will borrow half a billion dollars for the project.

Carolyn Rosen, GLAM, said the FEIR identifies College Avenue and Boston Avenue as Somerville. She added that one of the Design Working Group members was misidentified as a Medford resident, when in reality, he is a Somerville resident. She said that an underground tunnel extension, supported by her, would have had far less impact on neighborhood businesses. GLAM supports terminating the extension at College Avenue, believing it meets the SIP requirement, but does not believe the dual process at Route 16 is a credible one. She said that the land use and station design process are becoming less and less transparent, and non-profit groups are subverting local residents and decision-making in the public process.

Ellin Reisner, STEP, said this project will enable major connectivity and access to better public transportation. She noted that currently about 25% of Somerville residents have access to the Red Line and Orange Line. Once the Green Line is extended, 85% of residents will have access to the Red, Orange, and Green Lines. She urged MassDOT to incorporate principles of sustainability as it moves forward. She also thanked the project team for keeping an open mind as the Option L alternative is further refined.

Connie Blazyk, Brickbottom resident, expressed gratitude to the MassDOT project team for listening to the community regarding the maintenance facility. She asked them to continue to engage the community and provide transparency as the project moves forward. She encouraged MassDOT to look at alternative Option L plans, developed by Mr. Kaiser, that move the facility further away from the local residents. She also advocated extending the platform at Brickbottom station, as well as providing more detail about the land takings proposed for the area. She noted that the DEIR has detailed information about the proposed land takings, which will be augmented by the current field surveys.

Mayor Joe Curtatone, City of Somerville, noted that he had just arrived from another neighborhood meeting. He said he applauded the design of the Community Path and pledged to work with MassDOT to find funding for construction. He said the City will also be working to minimize the impact of the Option L design and keep the project on track for 2014.

Lynn Weissman, Friends of the Community Path, said she is thankful for the current design of the Path and was interested in seeing it furthered to new Lechmere station. She said her organization was interested in co-sponsoring the TIGER II grant application, which could provide critically needed matching funds for the grant. She urged MassDOT to help fund construction of the Path due to its regional significance and regional support. Ms. Fichter said MassDOT supports the application for federal funding, and MassDOT considers its funding of the design as the state "match."

Mark Jaquith, Lechmere Square Association, expressed his concern about the widening of Route 28, which was inherited from the 2003 NorthPoint design plan. He noted that the City's reconfiguration of First Street now includes bike lanes not designed to handle increased auto traffic flow. He also supported the idea of using the existing Lechmere station site as a closed-air market, keeping the historic bus storage shed. Ms. Fichter said MassDOT is aware of the roadway issues, but needs to balance regional infrastructure with local safety. Ms. Fichter also

emphasized that the Green Line Extension is not proposing to widen the overall width of Route 28.

Laurel Ruma, Medford, noted her concerns that Green Line trains will be idling and staging from 5AM to 1AM daily at the College Avenue terminus, according to the FEIR. She urged that City of Medford elected officials to get involved in the process as well.

Ken Krause, Medford, thanked MassDOT for its work on the FEIR. He said he appreciated the individual answers to the DEIR comment letters. He said he supported the decision to use the Option L parcel, but asked MassDOT to look for ways to minimize the costs associated with that decision. He added his applause for references to the planning for the Route 16 extension, noting that MAPC has already begun outreach to the community. He expressed concern about language used in the FEIR around mitigation – "to the extent feasible." He said that language was too subjective. He said this project is the first by MassDOT and has the opportunity to set a standard for excellent. He said that all impacts should be fully mitigated, corridor-wide. Ms. Fichter said the mitigation process will be driven by federal standards, at minimum.

Wig Zamore said he was concerned about station accessibility – that each quadrant of the station has a path of travel to the whole catchment basin. He asked MassDOT to use the top urban design principles for station design and access. He supported the idea of MassDOT paying for the construction of the Community Path. He also noted that the East Cambridge community is the only that will be most disadvantaged by this project due to the move of Lechmere station to the other side of the highway. He urged safe pedestrian connections between the neighborhood and the new station. Mr. Zamore also added that Route 16 is the natural terminus of the project. He asked the project team to look at the World Health Organization's (WHO) recent research into noise issues, as well.

Heather Hoffman reiterated the proposals for turning Lechmere Square into a market for the neighborhood. She also said that she supported the comments of Councilor Cheung. She said that widening McGrath Highway will not draw the communities together, and it will make it harder for residents to get to and from the new station.

Lori Segall thanked MassDOT for responding to the DEIR comments and reiterated the importance of the Community Path. She said she appreciated the importance of balancing priorities, but noted that the cost of the overall project is 'mind-boggling.'

Ron Bonney, Chair, Somerville Chamber of Commerce, said the Community Path is vital for the economy of the City of Somerville and he wants to see it funded and built. He said that he wanted to see additional business representatives from the Squares as part of the Design Working Group. He also suggested MassDOT hold business-oriented mitigation workshops for the area.

Dan Tremiere, Brickbottom resident, thanked MassDOT for its efforts and said he was excited about the Option L alternative. He added that he wanted to see a formal process around project mitigation, including community involvement early in the process. He said this would be cost-effective and produce better outcomes. He said that he was opposed to the widening of McGrath Highway and wanted to see the results of the de-escalation study of the highway.

Chris Porter, Massachusetts Bike Coalition, said the Community Path is important part of regional transportation in Massachusetts. He said it is not an enhancement to the overall project, but critical transportation infrastructure. He said that combining the construction would

give the Commonwealth two projects for the price of 1.02 projects. He also believes that the Urban Ring bridge should be completed now and not when the Urban Ring is built because it meets the federal standard of “livability.” Ms. Fichter noted that the Community Path is a complex and expensive project, especially at the Inner Belt area.

Miki Polumbaum, Brickbottom resident, said she was happy Yard 8 was off the table. She said there is still a lot of work to do on the project, including the issue of noise mitigation. She said she wants to see the mitigation in place before the project is constructed. She also thought the current design of the Option L alternative places the storage shed too close to the residents.

Rhonda Massie, East Cambridge resident, said she was pleased and amazed that the project has progressed to this point. She said the highway at Lechmere Station needs to be ‘tamed,’ due to the aging population in the area. She favored the public market proposal. She also said this was the first she had heard of the Community Path and supported the idea of getting people to the T without using cars. She noted that the College Avenue station is in the Tufts masterplan and asked if the university would be contributing financially to the project.

Lee Auspitz said he wanted to use his remarks to underline the Ball Square problem. He said there will be a squeezing of traffic during station and bridge construction, which would affect local businesses. He urged MassDOT to include a full spectrum of interests on the Design Working Group. He added that the SIP commitment named Medford Hillside as the terminus for the Extension, which he said is the area beyond Tufts University. He said MassDOT uses five arguments in the FEIR to dismiss this issue, but none hold up. He said a terminus should serve several neighborhoods.

Lisa Holdsdon, Medford Hillside, said she was disappointed that Route 16 would not be part of this phase of the project. She said that having a temporary terminus was a mistake, and a Route 16 station would serve the Hillside, West Medford, and East Arlington neighborhoods, which include environmental justice communities. She said this would provide better access to jobs, education and healthcare without burdening the Hillside neighborhood. She said the walk analysis contained in the FEIR is deliberately misleading, and there was a signed petition with 2500 signatures and comment letters that showed the support for the Route 16 station. She asked MassDOT to consider Route 16 as part of the preferred alternative.

Charlie Marquardt said that the location of the current Lechmere station should become a gateway to the neighborhood instead of being ‘sold for a profit.’ He also supported the economic development in the area that will help small businesses. He suggested that the Commonwealth provide funding for evergreen solar technology in the construction, as well.

William Wood said he has been participated in this project for seven years, and MAPC had not reached out to him as part of the community process around Route 16. He said a Route 16 station is too costly to do now and urged taking the time to complete the proposal. He said he supported the Extension using a depressed tunnel with a cap, which would also help local tunnel workers and provide less community disruption. He said the tunnel proposal was made by him two years ago, and there had not been a complete cost analysis of it. He said that MassDOT was currently using an out-of-state company for the boring analysis being done on the project. Ms. Fichter said that the boring company had offices in Brockton, Massachusetts, and pays prevailing wages.

Chris Matthews, ECPT, said he wished to reinforce earlier comments about Lechmere Square. He said the market is an actual plan that would provide no cost to the Commonwealth, as well

as make the Cambridge neighborhood very happy. He supports turning Lechmere Square into a true Cambridge Square with a strong civic presence and important public open space. He added it was critical to have safe and easy access across the highway to the new Lechmere Station. He asked MassDOT to reexamine the NorthPoint roadway plans.

Bryan Sylvain, Vice President of Local 88 Tunnel Workers Union, said he was a former Somerville resident, and he wanted to urge MassDOT not to just use the lowest bidders on a contract. He said that while the boring company being used right now has offices in Brockton, its workers and their licenses are from New Hampshire. He added that there is a great boring company, based in Medford, that MassDOT could have used.

Jay Wasserman, East Cambridge, said that when construction mitigation procedures are being established, a procedure should also be set up for misunderstanding and violations. He suggested having a liaison in the community for this work. Ms. Fichter said that MassDOT had proposed a position of ombudsman in the FEIR. She added that there will also be a Project Manager at the MBTA and at MassDOT.

Mike Korczynski said that Appendix C of the FEIR is completely invalid and shows nothing. He said that the whole analysis should be redone because of the changes to the inputs in the model. He said that instead of using a generic radius for community served, MassDOT should have used likelihood of using the station. He said that the catchment areas used in the DEIR analysis were half a mile, but the College Avenue catchment area is one-mile. Ms. Fichter said that different radiuses are used in different documents, depending on the circumstances.

Lisa Dee acknowledged that this was a huge project that will take many resources as well as some sacrifices. She asked MassDOT to always consider the human factor and do the right thing in terms of dealing with human beings, wherever possible. She said the current mitigation language leaves too much room for interpretation.

Ms. Farrell then invited anyone who had already spoken and wanted to make additional remarks to do so.

Mr. Kassel suggested holding formal community meetings around the Community Path in the Inner Belt area. He said that the Path is an essential piece of this project and should not be treated as an afterthought. Ms. Fichter said there will be design workshops around the Community Path, noting that Alan Moore is a member of the Design Working Group.

David Dahbacka said that there should be an updated Lechmere design that would allow access from both sides of the roads. He said this principle should be carried through to all stations. He also encouraged MassDOT not to design anything that would preclude an eventual electrification of the commuter rail.

Steve McGown said he is a public transit advocate and was concerned about the length of time it will take for current Green Line travelers to ride the new Extension. He noted that he was concerned about access for those riders who will want to shop at the Galleria. He said riders will be concerned about crossing O'Brien Highway. The stations should have green design and be accessible. He added that Route 16 should be included in Phase One of the project. He also urged that all documents be made available to the public and appreciated Ms. Fichter's commitment to this. Ms. Fichter added that, with the Extension, current Green Line routes will maintain their existing headways.

Mr. Kaiser noted that there will be noise during construction, especially with the pile-driving and retaining walls. He suggested moving the tracks further away from the buildings in the Brickbottom area to minimize these impacts. He also said the problems of drainage in the Inner Belt area are the result of the NorthPoint design and the clogged pipes of the Boston and Maine railroad.

Ms. Farrell and Ms. Fichter thanked everyone who participated in the public meeting and reminded them of the need to submit comments in writing to MEPA for them to become part of the public record. The meeting was adjourned at 9:20 pm.

## Attendance

Eduaro Agliata  
Scott Allen  
Jarrod Alston  
Lee Auspitz  
Paul Baker  
Cheryl Bakey  
Lauren Baumann  
William Bennett  
Lois Bennett  
David Boate  
Ron Bonney  
Bonnie Borthwick  
Brian Brady  
Chris Bremis  
Barbara Broussard, ECPT  
Lisa Brukilacchio, City of Somerville  
Lana Camiel  
Pete Chuany  
Rose Ciampa  
Dan Colangelo  
Carol Colangelo  
Thomas Cole  
Abigail Collins  
Thomas Crewe  
Joseph Curtatone, Mayor of Somerville  
Susanna Darling  
Guy Darst  
Deborah Davidson  
Patricia Davis  
Bill Deignan, City of Cambridge  
Lucy DeMango  
Lauren DiLorenzo, City of Medford  
Lisa DiMatteo  
Vincent Dixon  
Caroline Ducas  
Marc Ebuna  
Jose Estreua  
Melissa Fanseca  
Charles Fineman  
Claire Fitzgerald  
Jim Gallagher, MAPC  
Stephen Gaun  
Diane Georgopulos  
Woody Glenn  
Lisa Gordon  
Mimi Graney, Union Square Main Streets  
Barbara Greene  
Alan Hamilton  
Patricia Hawkins  
Lisa Hodsdon  
Heather Hoffman  
Gabriel Holbrow  
Erik Hook  
Saladin Islam  
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