

;;;07.29.19

GOOD EVENING, EVERYONE, MY NAME IS MICHELLE WU.

I HAVE THE HONOR OF CHAIRING THE CITY COUNCIL COMMITTEE ON PLANNING, DEVELOPMENT AND TRANSPORTATION AND PRESIDING ON THIS HEARING, ORDER FOR HEARING ON PROPOSED NORTH-SOUTH RAIL LINK SPONSORED BY COLLEAGUE ANNISSA ESSAIBI-GEORGE.

I WANT TO RECOGNIZE THAT I HAVE SEVERAL COLLEAGUES HERE AND I'LL RECOGNIZE MORE AS THEY COME IN.

AGAIN TO, MY LEFT IS THE LEAD SPONSOR OF THIS HEARING ORDER, COUNCILOR AT LARGE ANNISSA ESSAIBI-GEORGE TO.

MY RIGHT IS DISTRICT COUNCILOR ED FLYNN.

AT THE TABLE TO THE LEFT IS DISTRICT COUNCILOR FRANK BAKER. REMIND EVERYONE THE HEARING IS BEING RECORDED AND WILL BE REBROADCAST ON COMCAST 8;RCN 82, VERIZON 1964, LIVE STREAMING ONLINE.

IF YOU PLEASE SILENCE CELL PHONES AND OTHER DEVICES, WE WOULD APPRECIATE NOT HAVING THOSE DISTRACTIONS.

WE'LL TAKE PUBLIC TESTIMONY THROUGH THE HEARING.

MAKE SURE TO SIGN IN AND CHECK THE APPROPRIATE BOX BY THE DOOR.

AS YOU'RE TESTIFYING, STATE YOUR NAME, AFFILIATION BEING RESIDENCE AND LIMITS COMMENTS TO 2 MINUTES TO ENSURE ALL COMMENTS AND CONCERNS CAN BE HEARD.

JUST TO OUTLINE THE FORMAT OF THIS EVENING, I WOULD LIKE TO HAND IT OVER TO MY COLLEAGUE TO MAKE AN OPENING STATEMENT.

THEN WE WILL TAKE JUST A LITTLE BIT OF PUBLIC TESTIMONY FROM THE FIRST THREE PEOPLE WHO SIGNED IN TO ENSURE THAT THE PUBLIC IS HEARD THROUGHOUT OUR EVENING.

THEN WE WILL HAVE A PRESENTATION BY LUCAS SANTOS WHO WILL SHOW A

PRESENTATION OVERTHE SCREENS.  
THEN WE WILL DIVE IN TO THE  
FIRST HALF OF OUR ILLUSTRIOUS  
PANEL HERE.

I WOULD LIKE TO TURN IT OVER TO  
THE SPONSOR, COUNCILOR ANNISSA  
ESSAIBI-GEORGE.

>> THANK YOU, CHAIR.

THANK YOU ALL FOR BEING HERE  
TODAY.

ALL OF OUR GUESTS, BOTH FOR  
PUBLIC TESTIMONY AND OUR  
PANELISTS THAT WE'LL LEAN ON FOR  
MORE INFORMATION.

I WOULD ALSO LIKE TO THANK  
CAMERON LIS, STUDENT AT  
NORTHEASTERN UNIVERSITY WHO  
SUPPORTED THE EFFORTS LEADING UP  
TO TODAY.

AIM SUPPORTER OF THE NORTH-SOUTH  
RAIL LINK AND HAVE BEEN SO FOR A  
LITTLE BIT OF TIME.

THE COUNCIL AS A WHOLE IS VERY  
SUPPORTIVE OF THIS CONCEPT AND  
OF THIS CONVERSATION.

AND I THINK IF NOT ALL, ALMOST  
ALL SIGNED ON TO SUPPORT THIS  
HEARING TODAY.

THAT DOESN'T NECESSARILY MEAN  
THAT THEY'RE FULLY ON BOARD WITH  
THE NORTH-SOUTH RAIL LINK, BUT  
BELIEVE THAT IT'S IMPORTANT FOR  
US AS A COUNCIL AND AS A BODY TO  
HAVE THIS CONVERSATION BECAUSE  
ALTHOUGH IT'S UNDENIABLY TIED  
WITH WHAT HAPPENED AT THE STATE  
LEVEL, THIS RUNS THROUGH CITY OF  
BOSTON AND AS THE CAPITAL CITY  
AND WHAT I WOULD ARGUE THE  
ECONOMIC ENGINE OF THE STATE AND  
THIS REGION, IT'S IMPORTANT FOR  
THIS TO HAPPEN AND FOR US TO  
UNDERSTAND THE FULL IMPACTS OF  
THAT AS A CITY.

I THANK THE PANELISTS FOR BEING  
HERE TODAY AND KNOW THAT THEY  
HAVE WORKED FOR DECADES ON THIS.  
A FEW LONGER THAN OTHERS.

I AM VERY MUCH A NEWCOMER TO  
THIS CONVERSATION AND WANT TO  
SUPPORT THE WORK THAT'S HAPPENED  
SO FAR AND UNDERSTAND WHERE WE  
CAN GO FROM HERE SO WE CAN LEAVE  
THE SPACE OF JUST MEETING AND

DISCUSSING TO GET TO A PLACE OF ACTION AND PLANNING FOR THE FUTURE.

SO I THANK THE CHAIR FOR HOSTING TODAY'S MEETING.

I NO DOUBT SHE WILL RUN A WELL ORGANIZED AND EFFICIENT MEETING AND I HOPE THAT THE PANELISTS AND PUBLIC WILL HUMOR US WITH FOLLOWING SUIT.

THANK YOU, MADAM CHAIR.

>> MUELLER, COUNCILOR  
ESSAIBI-GEORGE.

COUNCILOR FLYNN.

>> THANK YOU, COUNCILOR WU.

THANK YOU TO THE CHAIR AND TO COUNCILOR ESSAIBI-GEORGE FOR SPONSORING THIS IMPORTANT DEBATE THAT WE'RE HAVING TONIGHT. IT'S CRITICAL FOR THE FUTURE OF BOSTON THAT WE MAKE MAJOR IMPROVEMENTS IN OUR TRANSPORTATION SYSTEM THROUGHOUT THE GREATER BOSTON REGION.

I'M ALSO PROUD TO REPRESENT BOTH THE NORTH STATION AREA AND THE SOUTH STATION AREA.

SO I'M LOOKING FORWARD TO LEARNING MORE ABOUT THE PROJECT, INCLUDING THE FINANCING OF THE PROJECTS AND QUALITY OF LIFE ISSUES IMPACTING THOSE AREAS IN THAN AROUND NORTH STATION AND SOUTH STATION.

I ALSO WANT TO SAY THANK YOU TO THE PANELISTS FOR BEING HERE AND FOR SPEAR HEADING THIS EFFORT, WORKING HARD AND NEVER GIVING UP ON THIS DREAM THAT MANY PEOPLE HAD OF LINKING NORTH STATION WITH SOUTH STATION.

SO I'M LOOKING FORWARD TO THE TESTIMONY FROM THE PANELISTS.

THANK YOU.

>> THANK YOU, COUNCILOR FLYNN.  
COUNCILOR BAKER.

>> THANK YOU, MADAM CHAIR.

I ALSO WANT TO THANK COUNCILOR ESSAIBI-GEORGE.

LONG-TIME PROPONENT OF THE NORTH-SOUTH RAIL LINK.

I WAS FORTUNATE TO HAVE LUNCH WITH THE FORM HE GOVERNOR AND WE WENT THROUGH THE NORTH-SOUTH

BILLBOARD AND WE'RE STILL  
TALKING ABOUT THE NORTH-SOUTH.  
HERE TO SHOW SUPPORT AND LOOK  
LIKE WE HAVE AN  
INFORMATION-PACKED PANEL, SO  
THANK YOU.

THANK YOU ALL FOR COMING  
TONIGHT.

>> THANK YOU, COUNCILOR BAKER.  
NOW AT THIS TIME AGAIN I WOULD  
LIKE TO WELCOME THE FIRST THREE,  
FRANNI YOZ MONTHED, ALLAN WU AND  
WAYNE DAVIS.

IF COULD YOU COME TO EITHER  
MICROPHONES AT THE EDGES HERE  
AND WE'LL ALTERNATE QUICKLY.  
FRANNI OSMOND.

STATE YOUR NAME AND RESIDENTS  
FOR THE RECORD AND KEEP YOUR  
TESTIMONY TO TWO MINUTES.  
THANK YOU.

>> HI.

I AM FRANNI OSMOND FROM  
MASSACHUSETTS, I'M ON VARIOUS  
LOCAL TRANSPORTATION BOARDS.  
I ALSO HAVE A DAUGHTER WHO LIVES  
IN JAMAICA PLAIN AND LIVES IN  
DORE DORCHESTER.

I AM IN SUPPORT OF THE  
NORTH-SOUTH RAIL LINK AND I  
WOULD BE VERY DISAPPOINTED TO  
SEE US NOT BE CREATIVE AND  
VISIONARY AND MOVE FORWARD WITH  
IT.

I DON'T WANT TO SEE IN THE  
FUTURE CONTINUED LIMITATIONS ON  
WHERE PEOPLE LIVE AND WORK BASED  
ON THE VERY LIMITED DIESEL  
ENGINES GOING IN TO STUB-END  
STATIONS.

I HAVE HEARD COUNTLESS ENGINEERS  
AND ECONOMISTS EXPLAIN WHY IT'S  
REALLY IMPORTANT AND I HAVE ALSO  
HEARD PEOPLE WORKING FOR VARIOUS  
TRANSPORTATION ORGANIZATIONS  
SAYING WELL, OF COURSE I SEE THE  
IMPORTANCE BUT THEY STILL SEEM  
VERY TIMID.

I DON'T KNOW WHY.

I THINK IT'S SOMETHING RELATED  
TO THE BIG DIG.

I DON'T KNOW WHAT IT IS.

BUT I THINK WE NEED TO GET THAT  
MESSAGE ACROSS.

I DON'T WANT TO SEE IT CONTINUE.  
BUT WHEN I GO ACROSS THE CITY, I  
CAN'T GET THERE BY TRAIN BECAUSE  
WE DON'T HAVE ELECTRIFIED  
TRAINS.

OR A CONNECTION BETWEEN THE TWO  
STATIONS.

IT'S AN OBVIOUS ANSWER AND I  
APPRECIATE THE COUNCIL  
SUPPORTING IT AND HELPING US  
MOVE ALONG SPECIFICALLY ASKING  
FOR FUNDING SOON FROM GOVERNOR  
BAKER.

THANK YOU.

>> THANK YOU.

>> HELLO.

ALAN WU AND MY WIFE HAS A SMALL  
BUSINESS, WAS UNABLE TO ATTEND.  
I THINK MASSACHUSETTS HAS BEEN  
ONE OF THE GREAT EXAMPLES OF  
ECONOMIC DEVELOPMENT IN THIS  
COUNTRY, BUT THERE'S STILL A LOT  
OF POTENTIAL THAT'S THE  
COMPLETELY WASTED.

THERE ARE JOBS, THERE'S HOUSING,  
THERE'S EDUCATION, MEDICAL,  
CULTURAL ACTIVITIES AND THEY'RE  
ALL SCATTERED AROUND AND THEY'RE  
NOT VERY WELL CONNECTED.

AND CONGESTION IS REALLY BAD IN  
TERMS OF TRAFFIC.

THE NBTA IS REALLY SHOWING GREAT  
SIGNS OF TRESS.

I WAS WORRIED I WOULD GET HERE  
LATE BECAUSE I COULDN'T GET OUT.  
IT WAS SO CROWDED, THEY HAD TO  
GET PEOPLE GET OFF THE CAR IN  
ORDER TO PROCEED.

I ALSO WOULD LIKE TO EMPHASIZE  
BESIDES THE POTENTIAL OF  
SYNERGIZING ALL THESE THINGS IN  
EASTERN MASSACHUSETTS, IT HAS  
SOME POTENTIAL FOR BENEFITING  
CENTRAL AND WESTERN  
MASSACHUSETTS BY CONNECTING THE  
RAIL LINE MUCH BETTER.

THE CONNECTIONS TO THE WEST  
WOULD NEED TO BE IMPROVED, BUT  
IT WOULDN'T DO ANY GOOD FOR THEM  
TO BE IMPROVED IF THEY JUST RUN  
IN TO A DEAD END AT SOUTH  
STATION, WHICH IS WHAT THEY  
CURRENTLY DO.

AND ACTUALLY THERE'S A LOT OF

BENEFITS FOR ALL OF NEW ENGLAND.  
AND I THINK THAT BOSTON NEEDS TO  
NOT ONLY DO OUTREACH TO THE REST  
OF EASTERN MASSACHUSETTS, IT  
REALLY NEEDS TO ALSO TALK TO  
PEOPLE IN NEW ENGLAND AT LARGE  
AND HELP THEM UNDERSTAND HOW  
IMPORTANT IT IS TO SUPPORT THIS.  
OTHERWISE WE HAVE THIS DEAD END  
TRAIN PARKING AND EXTREMELY  
EXPENSIVE REAL ESTATE.  
WE'RE GOING TO HAVE TO EXPAND  
THE DEAD END TRAIN PARKING AT  
BOTH NORTH STATION AND SOUTH  
STATION IF WE DON'T CONNECT  
THEM.  
AND IT'S JUST CRAZY.  
IT'S A WASTE OF RESOURCES.  
IT'S JUST A WASTE OF PRECIOUS  
SPACE.  
IN CLOSING I'LL MENTION THAT  
PHILADELPHIA, WHICH IS ANOTHER  
NORTHEASTERN CITY, HAS NOT DONE  
AS WELL ECONOMICALLY AS BOSTON.  
THEY STILL HAVE THE VISION IN  
THE 1980s TO THE THEIR  
EQUIVALENT OF CONNECTING TWO  
DEAD ENDS THAT WERE SEPARATED  
AND ROUTING THEIR TRAINS ALL THE  
WAY THROUGH.  
AND THEY'RE REALLY GLAD THEY DID  
IT.  
THEY TOOK THE OLD, ONE OF THE  
OLD STUB END DEAD END TERMINALS  
AND TURNED IT IN TO SOMETHING  
LIKE THE MARKET, A MARKET WITH  
FOOD AND ENTERTAINMENT AND SO  
ON.  
IT'S BASICALLY USING ALL THAT  
SPACE THAT WAS FREED UP RIGHT AT  
THE CORE OF THE CITY.  
AND SO IN SUMMARY I WOULD SAY  
BOSTON AND EASTERN  
MASSACHUSETTS, ACTUALLY NEW  
ENGLAND HAVE A LOT OF UNTAPPED  
POTENTIAL.  
PEOPLE THAT SHOULD BE  
ENTERTAINING THEMSELVES SHOULD  
BE HAVING GOOD TIME, SHOULD BE  
LIVING IN BETTER HOUSING IF THEY  
CAN ONLY GET TO IT.  
WORKING AT JOBS AND LEARNING AND  
ALL THE EDUCATIONAL OPPORTUNITY.  
INSTEAD THEY'RE SPENDING A LOT

OF TIME STUCK IN TRAFFIC OR  
WAITING FOR THE TRAIN OR TRYING  
TO GET ON THE TRAIN AND NOT  
BEING ABLE TO GET ON.

>> THANK YOU.

>> THANK YOU.

>> THANK YOU VERY MUCH.

FINALLY, MR. WAYNE DAVIS.

>> I WANT TO THANK THE MEMBERS  
OF THE COUNCIL FOR HOLDING THIS  
HEARING.

MY NAME IS WAYNE DAVIS.

I'M FROM PORTLAND, MAINE AND I'M  
A SURVIVING FOUNDER OF TRAIN  
RIDERS NORTHEAST, WHICH IS THE  
CITIZENS ORGANIZATION,  
NON-PROFIT, THAT WAS FORMED AND  
CREATED AND TRACKS DOWN EASTER  
SERVICE RUNNING FROM BOSTON'S  
NORTH STATION TO PORTLAND.  
NOW TO BRUNSWICK AS WELL.

THE AMAZING, SITTING HERE,  
THINKING HOW MANY YEARS WE HAVE  
BEEN TRYING TO PROMOTE THE  
LINKAGE OF THE STATIONS.

TO ME IT'S AMAZING.

THE DOWN EASTER RUNS BACK AND  
FORTH EVERY DAY.

LAST YEAR AND I DON'T KNOW HOW  
MUCH WOULD REALIZE I'M SURE YOUR  
PAPERS DON'T PICK UP ON IT  
PROBABLY, BUT THE TRAIN IS  
CARRYING CLOSE TO 600,000  
PASSENGERS A YEAR.

THAT PUTS A LOT OF PEOPLE IN TO  
NORTH STATION.

PRETTY GOOD PERCENTAGE OF THEM  
COME TO BOSTON AND THEY'RE  
SPENDING MONEY.

WE KNOW THEY GO THE THEATERS AND  
CONCERTS AND GAMES AND ALL THAT  
GOES WITH IT.

AND OUR STATE THE LEGISLATURE  
WORRIES THAT ALL OF IT IS  
FLOWING OUT.

BUT IT'S FLOWING BOTH WAYS.

BOSTONIANS LIKE TO COME TO MAINE  
AS WELL.

AND THERE IS A LARGE NUMBER OF  
PEOPLE THAT START THEIR TRIP IN  
BRUNSWICK, MAINE AND THEIR  
DESTINATION IS CHICAGO OR  
CALIFORNIA OR IT'S FLORIDA.

AND THEY RELY ON THE NATIONAL

RAIL SYSTEM.

WITH BOTH NORTH AND SOUTH  
STATION TERM TERMINALS  
OPERATING AT ALMOST PEAK  
CAPACITY AT ALMOST ALL HOURS,  
RAIL SYSTEM THROUGH NEW ENGLAND  
IS SERIOUSLY COMPROMISED WITHOUT  
A RAIL LINK.

IT WILL TRANSFORM WHAT IS NOW A  
19th CENTURY STUB-END TERMINAL  
SYSTEM AND TRANSFERRING IT IN TO  
A MODERN, 'FUSHT, CONVENIENT  
RUN-THROUGH SYSTEM, EFFICIENT,  
CONVENIENT RUN-THROUGH SYSTEM  
THAT CAN ACCOMMODATE GROWTH  
THROUGH THE CENTURY.

THE ENTIRE NEW ENGLAND WILL  
BENEFIT ECONOMICALLY AND  
ENVIRONMENTALLY WHEN WE'RE  
UNITED WITH THE REST OF THE  
NATIONAL PASSENGER RAIL SYSTEM.  
WHEN THE LINK IS BUILT NO LONGER  
WILL IT BE SAID YOU CAN'T GET  
THERE FROM HERE.

THANK YOU FOR YOUR TIME.

>> THANK YOU VERY MUCH.

SO NOW WE WILL TRANSITION TO THE  
PANEL.

I THINK WE'LL BREAK UP THE  
CHAIR, THE SPONSOR RECOMMENDED

--

>> THE POWER POINT.

>> SORRY, WE'LL START WITH THE  
PRESENTATION.

BEFORE THAT, I WANT TO RECOGNIZE  
SOME ELECTED OFFICIALS AND  
CANDIDATE IN THE ROOM, OF COURSE  
YOU WILL HEAR SHORTLY FROM  
SENATOR JAMIE ELDREDGE, FORMER  
GOVERNOR MIKE DUKAKIS AND FORMER  
PRESIDENT BUSINGER.

RECOGNIZE STATE REPRESENT TAMMY  
IS IN THE ROOM AS WELL AS WELL  
AS GOVERNOR COUNSELOR AND  
CANDIDATE FOR OFFICE VINCENT.

SORRY, LUCAS.

PLEASE GROW SEED.

>> I APOLOGIZE.

PLEASE PROCEED.

>> I'M LUCAS, I STARTED WORKING  
ON THIS PROJECT AS THE  
TRANSPORTATION DIRECTOR FOR THE  
CONGRESSMAN.

I'M NO LONG WERE THE CONGRESSMAN

BUT HERE TESTIFYING AS AN  
ALLSTON RESIDENT.

I WOULD LIKE TO START WITH A  
QUICK VIDEO ABOUT THE PROJECT  
AND ITS COST THAT THE HARVARD  
KENNEDY SCHOOL DID WHEN THEY  
WERE WORKING WITH THE  
CONGRESSMAN'S OFFICE ON THIS  
PROJECT.

I'LL SHOW THE VIDEO AND THEN DO  
A QUICK PRESENTATION TO GIVE  
SOME INSIGHT IN TO THE PROJECT.

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THAT'S JUST A QUICK VIDEO TO  
ILLUSTRATE THE GAPS.

I'LL NOW START WITH A QUICK  
PRESENTATION, IF IT LOADS.  
THE PURPOSE OF THE PRESENTATION  
IS TO GIVE A 50,000 FOOT VIEW OF  
THE PROJECT.

SO YOU'LL HEAR FROM THE  
PANELISTS ON MORE DETAILED  
ASPECTS OF IT.

SO HERE'S WHAT THE NORTH-SOUTH  
RAIL LINK WOULD LOOK LIKE.

AS YOU CAN SEE, EVERYTHING IS  
CONNECTED, EVERYTHING IS  
INTEGRATED.

THE COMMUTER RAIL INTEGRATED  
WITH SUBWAY SYSTEM.

THAT'S WHY THE WHAT THE SKELETON  
WOULD LOOK LIKE.

I WANT TO SHOW YOU THE CURRENT  
SYSTEM.

THEY'RE JUST TWO COMPLETELY  
SEPARATE SYSTEMS WITH COMMUTER  
RAIL LINES, 138 STATIONS AND  
ALMOST 400 MILES OF TRACK  
SEPARATED BY ONE MILE AT ITS  
CONSIDER FROM NORTH STATION TO  
SOUTH.

THE NORTH SIDE HAS 10 LINES,  
IT'S APPROACHING CAPACITY.

THE SOUTH SIDES YOU HEARD  
EARLIER TODAY HAS 13 LINES AND  
IT'S CURRENTLY;XQT CAPACITY.

WE NEED DO HAVING TO ADDRESS  
CAPACITY RIGHT NOW.

AND THE NORTH-SOUTH RAIL LINK IS  
CLEARLY, WE SEE IT AS A WAY OF  
ADDRESSING THAT CAPACITY.

SO AS YOU KNOW THE BOSTON  
TRAFFIC IS NOW INFAMOUS FOR

BEING THE WORST TRAFFIC IN THE U.S.

WE BEAT L.A. IN EVERYTHING, IN SPORTS, AND WE BRAG ABOUT IT. BUT THIS IS NOT SOMETHING TO BRAG.

WE'RE CONSTANTLY RANKED THE WORST TRAFFIC IN THE U.S. AND THAT'S NOT SOMETHING TO BE PROUD OF.

SO WHAT WE FOUND IS THAT THIS IS A COMMON PROBLEM WITH A COMMON SOLUTION.

AROUND 35 OTHER CITIES ACROSS THE GLOBE HAVE STUB-IN STATIONS AND ARE NOW CURRENTLY OR HAVE ALREADY COMPLETED LINK PROJECTS LIKE THE NORTH-SOUTH RAIL LINK. THESE ARE JUST SOME OF THE CITIES THAT HAVE ALREADY DONE SO.

SO WHAT IS THE NORTH-SOUTH RAIL LINK?

THE NORTH-SOUTH RAIL LINK IS A 2.8 MILE OPPORTUNITY THAT WILL COMPLETELY INTEGRATE OUR COMMUTER RAIL SYSTEM TO THE SUBWAY SYSTEM.

THE REASON IT'S 2.8 MILES IS BECAUSE YOU NEED TO GET UNDER ALL OF THE UTILITIES.

YOU START FURTHER OUT.

BUT IT COMPLETES THAT MILE GAP THAT YOU HAVE BETWEEN THE STATIONS.

BUT MORE IMPORTANTLY AS YOU HEARD TODAY, IT CONNECTS, IT'S THE ONLY MILE GAP BETWEEN MAINE AND D.C.

IT'S REALLY A REGIONAL PROJECT.

THE IMPORTANCE OF THIS IS BECAUSE IT'S A REGIONAL PROJECT YOU'RE ELIGIBLE FOR FEDERAL GRANTS.

SO THE NORTH-SOUTH RAIL LINK CONNECTS PEOPLE, HOUSING AND JOBS.

A HARVARD STUDY HAD ACCESS TO TRANSPORTATION AS A SINGLE STRONGEST FACTOR IN MOVING PEOPLE OUT OF POVERTY.

I TRULY BELIEVE THAT.

SO SOME OF THE WAYS THAT THE NORTH-SOUTH RAIL LINK WOULD

ADDRESS THE WAY WE COMMUTE IS BY  
TAKING 50,000 CARS TO HAVE ROAD  
DAILY.

IF YOU DON'T TAKE THE TRAIN IT  
WILL HELP YOUR COMMUTE.

IT CONNECTS THE FASTEST GROWING  
REGIONS OF THE STATE TOGETHER.  
IT JUST MAKES TRAVEL SEAMLESS  
THROUGHOUT STATIONS.

WHAT IT MEANS FOR BOSTON IS THAT  
A LOT OF THE CONNECTIONS TO THE  
RED AND ORANGE LINES DURING PEAK  
HOURS ARE ELIMINATED BECAUSE YOU  
CAN COME IF YOU HAVE A JOB ON  
SOUTH STATION COMING FROM THE  
NORTH, YOU CAN RIDE THE TRAIN  
STRAIGHT THROUGH.

BUT ALSO MORE IMPORTANTLY,  
LAUNCH INVESTMENT.

WITH THAT CYCLE, WITH THAT  
CIRCLE SITE AND THE U.S. POST  
OFFICE THE REASON WE CHOSE THOSE  
TWO SITES IS SINCE SOUTH STATION  
IS AT CAPACITY, WE'RE GOING TO  
NEED THE STATUS FOR HOPING TO  
EXPAND SOUTH STATION WHICH WOULD  
TAKE THOSE TWO SITES AND TURN  
THEM IN TO TRAIN PARKING LOTS.  
SO THIS WAS THE BACK OF THE  
ENVELOPE MATH ON SOME  
DEVELOPMENT POTENTIAL JUST IN  
THOSE TWO SITES.

SO OF COURSE WHEN YOU TALK ABOUT  
TUNNELLING UNDER BOSTON THE  
FIRST THING TO COMES TO MIND IS  
THE BIG DIG.

SO ONE OF THE THINGS THAT YOU  
NEED TO KEEP IN MIND IS THAT THE  
TECHNOLOGY IS COMPLETELY  
DIFFERENT THAN THE BIG DIG.

THE NORTH-SOUTH RAIL LINK WILL  
USE WHAT'S CALLED A TUNNEL  
BORING MACHINE.

THE MACHINES YOU SEE AT THE TOP  
RIGHT CORNER.

THEY WILL START DIGGING AT EACH  
END AND BY THE TIME THEY GET TO  
THE MIDDLE THERE'S VERY LIMITED  
DISRUPTION ON TOP.

SO THEY GO SO FAR UNDER THAT  
THERE'S NO, THEY DON'T INTERRUPT  
THE UTILITIES AND YOU CAN SEE  
THE SKELETON OF WHAT IT DOES.

SO CONGRESSMAN MOULTON WHEN I

WAS WORKING WITH HIM, WE WENT TO LONDON BECAUSE LONDON IS DOING TWO OF THESE.  
AND WHEN WE WERE ON THE SURFACE YOU CAN'T TELL.  
THERES NO IMPACT WHATSOEVER.  
AND WE WENT DOWNSTAIRS A FEW LEVELS DOWN THE ELEVATOR AND THESE MASSIVE TUNNEL BORING MACHINES TUNNELLING THROUGH CITY OF LONDON.  
THEIR METRIC IS BUILDINGS CAN'T MOVE MORE THAN 2 MILLIMETERS WHILE CONSTRUCTION IS GOING ON.  
AGAIN, VERY LIMITED IMPACT SURFACE IMPACT.  
AND HERE JUST SOME OF THE COMPARABLE PROJECTS BASED ON LENGTH AND MILES.  
THEN NUMBER OF TRACKS.  
OF COURSE WHEN YOU'RE TALKING ABOUT A PROJECT OF THIS MAGNITUDE, FINANCING IS IMPORTANT.  
SO SOME OF THE FEDERAL FUNDING THAT'S AVAILABLE ARE TIFIA AND RIF LOANS, REGIONAL, BECAUSE IT IS A REGIONAL PROJECT, WE CAN GET OTHER STATES TO BUY IN AS WELL.  
AND SOMETHING THAT HASN'T BEEN TALKED ABOUT IS OUR PUBLIC-PRIVATE PARTNERSHIPS TO MAKE SURE WE TAKE SOME OF THE COST BURDEN OFF OF THE TAXPAYERS.  
AND IF YOU LEARN NOTHING ELSE FROM THE PRESENTATION TODAY, I THINK THE MAIN THING I WANT YOU TO COME OUT OF THIS PRESENTATION KNOWING IS THE PROBLEM WITH THE WAY THAT WE LOOK AT PROJECTS NOWADAYS IS WE LOOK AT THEM AS ONE-OFFS T NORTH-SOUTH RAIL LINK IS PART OF A BROADER VISION.  
SO YOU'LL HEAR A FEW OF THESE, THE PANELISTS TESTIFY ON WHAT THE VISION IS FOR THE NORTH-SOUTH RAIL LINK AND FOR THE STATE, WHICH IS 15 MINUTE FREQUENCIES ACROSS THE STATE, FULLY BELIEVING -- ELECTRIFIED SYSTEM.  
FOR US TO REALLY ADDRESS THE

TRAFFIC PROBLEMS WE NEED, WE  
NEED TO COME TOGETHER AND NOT  
FIGHT EACH OTHER FOR THE  
PROJECTS.

OBVIOUSLY FAIRMONT, WE'RE NOT  
COMPETING FOR THE SAME MONEY.  
THE NEXT STEP IS STARTING A  
MASSIVE PLANNING PROCESS TO GET  
PROJECTS SHOVEL READY IF AND  
WHEN THE FEDERAL FUNDS.

>> THANK YOU VERY MUCH.  
DOES ANYONE HAVE QUESTIONS FOR  
LUCAS?

>> YES, I HAVE ONE QUESTION.  
SO WE KNOW LIKE WHAT'S UNDER --  
WE'RE TALKING ABOUT TUNNELLING  
UNDER THE CENTRAL ARTERY.  
WE KNOW WHAT'S UNDER THERE?  
NO SURPRISES?

YOU JUST GO RIGHT THROUGH?  
YOU MAKE IT SOUND EASY.  
WHAT IS UNDERSTAND THERE?

>> SO I DON'T KNOW.  
WHAT IS UNDER THERE?

>> I DON'T KNOW THAT'S WHY YOU  
NEED TO DO THE ENGINEERING.  
BASED ON EVERYTHING WE HAVE SEEN  
FROM THE CENTRAL ARTERY, IT'S  
HIGHLY LIKELY THAT IT'S BETTER  
OFF.

BUT THAT'S WHY WE'RE CALLING FOR  
AN ENVIRONMENTAL IMPACT STUDY.

>> EXPECTING BEDROCK WOULD BE  
WORST CASE SCENARIO.  
YOU'RE STILL GOING THROUGH THAT.  
>> WOULD BE BEST CASE SCENARIO.  
>> BEDROCK WOULD BE BEST CASE.  
INTERESTING.

OKAY, THANK YOU.

>> THANK YOU, COUNCILOR BAKER.  
THANK YOU, LUCAS.

NOW WE'LL PROCEED TO THE FIRST  
HALF OF THE PANEL.

THOSE WHO HAVE SERVED OR ARE  
SERVING IN OFFICE IT TURNS OUT.

SO WE'LL BEGIN WITH OPENING  
STATEMENTS FROM GOVERNOR  
DUKAKIS, THEN I BELIEVE  
BUSINGER, SIGNALTOR ELDRIDGE.

IS THAT THE PREFERRED ORDER?  
THEN ROUND OF QUESTIONS.

>> I'LL TRY TO BE VERY BRIEF.  
FOLKS THERE, ARE TWO REASONS WHY

THIS PROJECT IS SO IMPORTANT.  
FIRST, IT'S ONE OF THE MOST  
IMPORTANT NATIONAL  
INFRASTRUCTURE PROJECTS IN THE  
COUNTRY.

THE MANHATTAN INSTITUTE, WHICH  
IS A VERY CONSERVATIVE THINK  
TANK IN NEW YORK CITY SAYS THIS  
IS ONE OF THE 10 TOP  
INFRASTRUCTURE PROJECTS IN  
AMERICA.

THE REASON IS OBVIOUS.

THIS IS THE BUSIEST TRAIN LINE  
IN THE COUNTRY.

IT ACTUALLY MAKES MONEY FOR  
AMTRAK.

IT'S GOT THIS RIDICULOUS MILE IN  
THE MIDDLE OF IT THAT HASN'T  
BEEN COMPLETED.

MOST FOLKS DON'T UNDERSTAND.

THIS I HAVE NEVER UNDERSTOOD IT.  
AS YOU KNOW, WE TRIED VERY HARD  
WHEN I WAS GOVERNOR TO GET THIS  
THING DONE.

WE FOUGHT TOOTH AND NAIL BY THE  
REAGAN ADMINISTRATION, PRESIDENT  
REAGAN VETOED APPROPRIATION FOR  
THE BIG DIG.

WHEN YOU RIP UP THE CITY OF  
BOSTON, IT'S NOT TOO COMPLICATED  
TO PUT A DOUBLE RAIL IN, CONNECT  
IN THE MIDDLE, CONNECT THE  
RAILROAD STATIONS.

SECONDLY, WE MUST HAVE A  
REGIONAL RAIL SYSTEM IN THIS  
STATE AN AND THIS REGION.

I HAVE BEEN TALKING TO GOVERNORS  
OF THE OTHER NEW ENGLAND STATES,  
THEY'RE ALL VERY STRONGLY  
COMMITTED TO THIS.

BUT THIS IS A KEY PART OF IT.

YOU CAN'T HAVE A FIRST-CLASS  
REGIONAL RAIL SYSTEM WITH ONE  
MILE HOLE IN THE MIDDLE OF IT.

AND WHEN I WAS GOVERNOR, WE DID  
A LOT OF KEY INFRASTRUCTURE, ON  
TIME AND ON BUDGET, BY THE WAY,  
A WONDERFUL, WONDERFUL DIRECTOR  
OF PLANNING, CONSTRUCTION NAME  
FRANK KETTLE.

WE EXTENDED THE RED LINE IF YOU  
CAN RECALL THIS, FROM HARVARD  
SQUARE TO ELWAY.

HALF A MILE LONGER THAN THE

NORTH-SOUTH RAIL LINK.  
TOTAL COST IN CURRENT DOLLARS, A  
BILLION 7.  
SO FAR AS I KNOW THE RED LINE  
EXTENSION IS WORKING EXTREMELY  
WELL AND TRANSFORMED THE ECONOMY  
OF SUMMERSVILLE AMONG OTHER  
THINGS.  
SO DON'T LET ANYBODY TELL YOU WE  
CAN'T DO.  
THIS CITIES ALL OVER THE WORLD,  
FOLKS, ARE DOING.  
THIS THEY ALL HAVE THESE  
STUB-END STATIONS AND THEY WANT  
A CONNECTION.  
YOU'LL HEAR LOTS OF GOOD  
TESTIMONY FROM LOTS OF VERY GOOD  
PEOPLE WHO ARE PROUD OF THIS.  
BUT THIS IS ABSOLUTELY CRITICAL  
AND BY THE WAY, BECAUSE IT IS A  
PROJECT OF NATIONAL  
SIGNIFICANCE, IT'S ELIGIBLE FOR  
50% FEDERAL FUNDING.  
IN ADDITION YOU HAVE LOTS AND  
LOTS OF VALUE-ADDED  
POSSIBILITIES IN THE CITY.  
JUST NOT USING THIS VALUABLE  
LAND FOR THE STORAGE OF VEHICLES  
GIVES BOSTON GREAT OPPORTUNITIES  
TO DEVELOP STUFF THAT'S NOW  
CURRENTLY, THAT'S NOT CURRENTLY  
HERE.  
ONE OTHER THING.  
PLEASE KILL ANY FURTHER WORK ON  
SOUTH STATION EXPANSION.  
IT'S TOTALLY UNNECESSARY.  
IF YOU DO THIS PROJECT.  
[APPLAUSE]  
BY THE WAY, NORTH STATION IS  
ALSO BECOMING INCREASINGLY  
CONGESTED.  
AND YOU AVOID HAVING TO EXPAND  
NORTH STATIONP.  
WHY?  
BECAUSE THIS IS TRUE SERVICE.  
ANY FURTHER WORK BY THE CITY,  
THE STATE, ANYONE ELSE ON SOUTH  
STATION EXPANSION IS RIDICULOUS.  
IT'S NOT NEEDED.  
WE DON'T NEED IT.  
AND THE NORTH-SOUTH RAIL LINK  
WILL RESOLVE THAT PROBLEM.  
THANKS TO ALL OF YOU FOR DOING  
THIS.

SPECIAL THANKS TO COUNCILOR  
ANNISSA ESSAIBI-GEORGE FOR  
GETTING US HERE.  
I HOPE WE CAN WORK.  
NEEDLESS TO SAY THE TAND  
DEPARTMENT OF TRANSPORTATION  
NEEDS A LOT OF SUPPORT AND  
GUIDANCE THESE DAYS.  
AND YOU'RE THE FOLKS AND I'M  
KEAROUS -- SERIOUS ABOUT, THIS  
THERE'S NO EXCUSE FOR THE  
TRANSPORTATION SERVICE WE HAVE.  
I WAS ON ONE TODAY.  
ALMOST DIDN'T MAKE IT.  
FORTUNATELY THAT WAS GREEN LINE  
TRAIN BEHIND IT.  
I MANAGED TO GET OFF, GET ON THE  
NEXT ONE.  
THIS KIND OF THING SHOULDN'T BE  
HAPPENING.  
LOOK FORWARD TO WORKING WITH YOU  
AND THANKS SO MUCH FOR MAKING  
YOUR TIME AVAILABLE TO US AND  
GETTING BEHIND THIS.  
>> THANK YOU, GOVERNOR.  
REPRESENTATIVE.  
>> THANK YOU.  
THANKS VERY MUCH.  
BEFORE I BEGIN MY REMARKS,  
PLEASE TIME ME OUT FOR, THAT I  
WANT TO THANK ESSAIBI-GEORGE FOR  
SPONSORING THIS.  
HAPPY TO BE IN THE HALL TO SEE  
UNANIMOUS SHOW OF HANDS ON IT.  
I'M HAPPY TO FOLLOW THE CHAIR OF  
THE NORTH-SOUTH RAIL LINK GROUP,  
MIKE DUKAKIS.  
I WANT TO SAY SOMETHING,  
SPONSORING IN 2014, THE 2  
MILLION IN THE TRANSPORTATION  
BOND BILL MISUSE BY THE STATE  
FOR THE STUDY AGAINST THE DIRECT  
INTENT OF THE LEGISLATURE.  
TO RESUME, HE SPONSORED IN THE  
CAPITAL-BOUND BILL IN 2018 10  
MILLION DOLLARS.  
NOW WE NEED TO SUPPLEMENT THAT,  
RESUME THE MOST IMPORTANT  
ENVIRONMENTAL PROCESS.  
OTHERWISE NO PROTECTION TO  
RIGHT-OF-WAY AND DON'T CONSTRUCT  
THE PROJECT.  
I WANT TO SAY THAT AND POINT OUT  
REPRESENTATIVE TAMMY, GREAT NEW

ORGANIZER IN THE STATE, HOW SHE IS DOING GREAT WORK AND NOTIFYING THE LEGISLATORS. ANNISSA ASKED ME, TAMMY HAS DONE, THIS NEXT WORKING GROUP MEETING IS AUGUST 21, WEDNESDAY, 1:00 P.M. IN 222.

BRIEF INTRODUCTION: I WAS THE FOUNDER AND CHAIR OF THE MASSACHUSETTS LEGISLATIVE RAIL LINK CAUCUS IN THE '90s.

IT GREW TO 193 MEMBERS. I WAS A MEMBER, BECAME VICE CHAIR AND ACTING CHAIR OF THE CITIZEN ADVISORY COMMITTEE, OFFICIAL ENVIRONMENTAL STUDY ON THIS PROJECT THAT WE NEED RESUMED.

I'M ALSO THE VICE CHAIR OF THE NORTH-SOUTH RAIL LINK WORKING GROUP.

WE HAVE 110 LEGISLATORS NOW. ADDITIONALLY, THE NORTH-SOUTH RAIL LINK WORKING GROUP HAS INVITE EACH ONE OF YOU THROUGH ME, CONVEYED BY ME, EACH OF THE CITY COUNCILORS AS A MEMBER OF THE WORKING GROUP, UNANIMOUS. TOUCHSTONE, QUOTE MAYOR WALSH. HE SAID WHAT'S GOOD FOR THE REGION IS GOOD FOR THE CITY. WHAT'S GOOD FOR THE CITY IS GOOD FOR THE REGION.

REMEMBER THAT. THE QUESTION BEFORE ALL OF US TODAY IN GREATER BOSTON AND NEW ENGLAND, IS DO WE WANT TO LEAVE PERMANENT STUB-END STATIONS AT NORTH AND SOUTH STATIONS? THUS DEPRIVING US OF EXTENDING THE CORRIDOR WHERE MAINE IS, NEW HAMPSHIRE AND MAINE.

BY SO DOING, WITH HE DEPRIVE OURSELVES OF THE CHANCE TO UNIFY NORTH AND SOUTH SIDE COMMUTER RAIL SYSTEMS THAT MAKES FOR A UNIFIED RAIL SYSTEM THAT CONNECTS THESE THINGS, LIKE SOUTH COAST RAIL.

DO WE WANT TO SPEND BILLIONS. STARTED AS LESS AND BILLION. NOW IT'S BILLIONS FOR EXTRA TRACKS AT SOUTH STATION THAT DON'T SOLVE THE PROBLEM, THAT

LEAVE DEAD ENDS AND WILL BE OBSOLETE IN A FEW YEARS WITH NO SPACE TO CONSTRUCT EXTRA STATIONS?

WHICH MIKE REFERENCED.

THAT'S SOLUTIONS.

WE DON'T WANT TO DO THAT.

HISTORY WOULD NOT LOOK BACK ON US VERY WELL.

THE QUESTION IS DO WE WANT, DO WE FLAIL AROUND FOR NEEDED LAYOVER FACILITY WHICH THEY'RE HAVING TO DO IF THEY DO SOUTH STATION EXPANSION?

THEY USE UP VALUABLE LAND.

EVEN MAYOR WALSH TALKED ABOUT THIS VIS-A-VIS THE CIRCLE.

YOU START HUNTING AROUND FOR LAYOVER FACILITIES TO MAKE UP FOREPROJECT THAT'S A DEAD END, THAT ISN'T A SOLUTION, IT'S POUND WISE AND IT'S JUST FOOLISH.

NORTH-SOUTH RAIL LINK ENABLES WORKERS ON ONE SIDE OF THE CITY TO GET TO THE OTHER SIDE BY RAIL.

IT ALLOWS PEOPLE, OKAY, ALLOWS PEOPLE TO SEEK HOUSING ON ONE SIDE OF THE CITY AND LIVE ON THE OTHER.

THE GOVERNOR, MANY OTHER PEOPLE, TALK ABOUT GATEWAY CITY CONNECTIONS.

YOU DON'T CONNECT TO KATE GAY CITIES WITHOUT THE NORTH-SOUTH RAIL LINK.

THE RAIL LINK REDUCES TRAFFIC CONGESTION FAR MORE THAN OTHER SOLUTIONS THAT SOME TRANSPORTATION GROUPS ARE PURPORTING AS SOLUTIONS LIKE TOLLING, MORE TOLLING.

THE CAC, THAT WAS THE OFFICIAL GROUP, ENVIRONMENTAL GROUP, ESTIMATED THAT IT WOULD TAKE 55,000 DAILY TRIPS OFF THE ROAD.

IN CONCLUSION, THE IBEW, MEMBERS OF THE IBEW HERE, PUT UP A SIGN AT MY REQUEST YEARS AGO ON THE ICONIC BILLBOARD WE KNOW IN SOUTHEAST EXPRESSWAY, STUCK IN TRAFFIC, BUILD THE NORTH-SOUTH RAIL LINK WELL.

DID THAT BECAUSE IF MORE DRIVERS  
SAW THAT AND CHOSE THE  
NORTH-SOUTH RAIL LINK IT WOULD  
RELIEVE OTHER DRIVERS, CAUSE  
LESS CONGESTION FOR THEM OR NOT  
CAUSE MORE FUTURE CONGESTION.  
THAT'S WHY WE PUT UP THAT  
BILLBOARD.

I THANK THE ABE IBEW FOR BEING  
A VALUABLE MEMBER.

IN CONCLUSION, THE NORTH-SOUTH  
RAIL LINK IS THE TRANSPORTATION,  
ECONOMIC AND ENVIRONMENT  
SOLUTION WE NEED.

FOR EXAMPLE, LOOK AT SOME OF THE  
LATEST MEMBERS WHO JOINED THE  
GROUP.

THE ENVIRONMENTAL LEAGUE OF  
MASSACHUSETTS.

THE ENVIRONMENT MASSACHUSETTS  
GROUP.

MASS PER.

WE HAVE LABOR GROUPS, BUSINESS  
GROUPS, HIGH ELECTED OFFICIALS,  
THE LIEUTENANT GOVERNOR OF  
VERMONT, BOTH CONGRESSMEN IN NEW  
HAMPSHIRE.

WE HAVE A GREAT GROUP.

I'M HAPPY THAT ALL 13 CITY  
COUNCILORS ARE MEMBERS OF THAT.  
LET'S WORK TOGETHER TO GET THIS  
DONE.

>> THANK YOU VERY MUCH.  
SENATOR.

>> THANK YOU VERY MUCH,  
CHAIRWOMAN WU.

THANK YOU, COUNCILOR FLYNN,  
COUNCILOR BAKER AND COUNCILOR  
ESSAIBI-GEORGE, SPECIAL THANK  
YOU FOR CALLING THIS HEARING.

AND YOU HAVE TWO VERY PASSIONATE  
ADVOCATES IN GOVERNOR DUKAKIS  
AND ST. REPRESENTATIVE BUSINGER.

I WANTED TO ADD AND  
REPRESENTATIVE BUSINGER SPOKE TO  
IT A LITTLE BIT, IS THAT IN THE  
SENATE I HAVE BEEN THE LEAD FOR  
THE PAST 10 YEARS ON ADVOCATING  
FOR THE NORTH-SOUTH RAIL LINK.

AND AS HE MENTIONED BACK IN 2014  
THE PREVIOUS TRANSPORTATION BOND  
BILL, WE SECURED \$2 MILLION THAT  
WAS REALLY FOCUSED TO PROTECT  
THE RIGHT-OF-WAY SO THAT SOME

DAY IF THERE WAS FEDERAL FUNDING FOR THE NORTH-SOUTH RAIL LINK WE WOULD PROTECT THE RIGHT-OF-WAY. THE MONEY WAS USED BY GOVERNOR BAKER TO DO A STUDY.

WE DISAGREE WITH SOME OF THE PROJECTIONS IN THE STUDY.

BUT I THINK IT SPEAKS TO THE FACT THAT THE STUDY WAS DONE WITH THE SUPPORT AND LEADERSHIP OF GOVERNOR DUKAKIS AND FORMER GOVERNOR BILL WELLS.

THIS HAS BEEN A BIPARTISAN SUPPORT, GOVERNOR WELD AND GOVERNOR DUKAKIS HIGHLIGHTED THIS.

THAT TRANSPORTATION BOND BILL UNANIMOUSLY WAS PASSED FOR \$2 MILLION FOR THE ENVIRONMENTAL IMPACT REPORT.

MORE RECENTLY IN A SEPARATE CAPITAL BOND BILL, 2018, \$10 MILLION SET ASIDE FOR THE ENVIRONMENTAL IMPACT REPORT, PASSED UNANIMOUSLY.

SO THIS IS AN EFFORT BY MYSELF AND REPRESENTATIVE SHAWN. I THINK IT SHOWS THE BREADTH OF SUPPORT AND THE GROWING SUPPORT IN THE LEGISLATURE TO GET THIS DONE.

AND THEN I WOULD ALSO JUST ADD THAT THE DISTRICT I REPRESENT IS METRO WEST DISTRICT.

I TAKE THE TRAIN AS MUCH AS I CAN.

I TAKE THE LINE TO NORTH STATION.

AND THE REALITY IS IF YOU HAD A NORTH-SOUTH RAIL LINK YOU WOULD HAVE A MUCH INCREASED FREQUENCY OF TRAINS ON ALL OF THE COMMUTER LINES, INCLUDING THE LINE THAT I COME IN ON BECAUSE RIGHT NOW YOU HAVE TRAINS THAT GO IN TO NORTH STATION, THAT EITHER HAVE TO TURN AROUND IN BOSTON OR CAMBRIDGE.

THAT'S INEVITABLY WILL CAUSE A DELAY AND REDUCTION OF THE NUMBER OF TRAINS THAT CAN LEAVE. RIGHT NOW THROUGH SOUTH ACTON, THREE TRAINS THAT LEAVE IN THE MORNING.

IMAGINE IF THERE WAS FIVE, SIX TRAINS, HOW MANY MORE CARS COULD YOU GET OFF OF THE ROUTE 2, THE MASS PIKE AND PROVIDE A SERVICE TO METRO WEST.

IN SOME WAYS THERE'S A FOCUS OR SUGGESTION THE NORTH-SOUTH RAIL LINK WOULD MOST BENEFIT BOSTON RESIDENTS OR GREATER BOSTON RESIDENTS AND IT CERTAINLY WOULD.

BUT I THINK IT WOULD ALSO SERVE ALL OF EASTERN MASSACHUSETTS AND CERTAINLY THE COMPLAINTS I GET FROM MY CONSTITUENTS IS THE COMMUTE IN TO BOSTON RIGHT NOW COMING FROM MORAL BORROW, ACTON, IT'S FROM AN HOUR AND A HALF TO TWO HOURS DRIVING.

MAIN BEGIN IF THOUSAND, PROBABLY TENS OF THOUSANDS OF PEOPLE COULD GET OUT OF CARS, OFF OF ROADS AND TAKE COMMUTER RAIL IN TO BOSTON OR CAMBRIDGE?

SO THANKS AGAIN FOR HAVING THIS HEARING AND REALLY APPRECIATE YOU HEARING OUR COMMENTS.

>> THANK YOU VERY MUCH.

SO WE'LL MOVE TO QUESTIONS FOR OUR THREE PANELISTS.

STARTING WITH COUNCILOR ESSAIBI-GEORGE.

>> I'M OKAY WITH QUESTIONS.

I'LL SAVE THEM TO THE END.

>> COUNCILOR FLYNN.

>> I CAN HOLD OFF.

>> OKAY, GREAT.

I GUESS MY ONLY QUESTION FOR THIS GROUP OF IS SO WHAT DO YOU SEE AS THE POLITICAL HURDLES IN THIS MOMENT?

IS IT THE GOVERNOR'S OFFICE?

IS IT SOMETHING ELSE?

SOME OTHER PROCESS IN THE LEGISLATURE?

>> IT'S THE GOVERNOR'S OFFICE, NO QUESTION ABOUT IT.

HE AND HIS FOLKS AT THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION NOT ONLY HAVING A DIFFICULT TIME RUNNING THE SYSTEM, THEY'RE HAVING A PARTICULARLY DIFFICULT TIME GETTING PROJECTS UP AND MOVING

THAT ARE ESSENTIAL.  
THEY CAN'T SPEND THE MONEY THEY  
HAVE, WHICH SEEMS KIND OF  
RIDICULOUS.  
I DON'T KNOW WHAT THE PROBLEM  
IS, WHETHER IT'S INTERNAL OR  
WHAT.  
BUT I DON'T RECALL HAVING  
PROBLEMS LIKE THIS.  
AND THERE'S NO REASON UNDER THE  
SUN WHY THEY CAN'T DO THIS JOB.  
THEY HAVE TO COMMIT THEMSELVES  
TO SOMETHING MORE THAN  
MAINTENANCE.  
WE NEED MAJOR CAPITAL  
INVESTMENTS.  
IF WE GET THEM, WE'RE GOING TO  
HAVE OURSELVES A GREAT  
METROPOLITAN AREA, GREAT CITY,  
GREAT STATE, AND A GREAT REGION.  
WE HAVE LOTS OF SUPPORT FOR ALL  
OF THESE THING.  
>> CAN I COMMENT ALSO?  
TO BACK UP WHAT HE'S SAYING,  
THIS HAS ALWAYS BEEN MUCH MORE A  
MATTER OF POLITICAL WILL THAN  
EVER ENGINEERING.  
I JUST GAVE MIKE AN ARTICLE FROM  
1993 WHEN WELD FIRST INDOORSED  
THIS STARTING YOU ON OPTIMISTS  
PREVAIL.  
TALKED ABOUT NOT DOING SMALL  
THINGS AND PESSIMISM NEVER GOT  
ANYTHING DONE.  
I REMEMBER TED KENNEDY, EVER THE  
OPTIMIST, HE'S GONE ALMOST 10  
YEARS NEXT MONTH.  
HE TOLD ME AT A HEARING IN 2003  
WHEN I TOLD HIM, HE SAID DON'T  
WORRY, WE'LL GET IT.  
THAT'S THE KIND OF ATTITUDE WE  
NEED.  
IF YOU LIKE IT, GO FOR IT.  
WE DON'T HAVE ENOUGH PEOPLE  
SAYING WE NEED THIS BADLY.  
WE TALKED ABOUT THIS.  
THIS IS NOT A NICE THING TO DO.  
IT'S A NECESSITY.  
OTHERWISE WE NEED PERMANENT STUB  
ENDS.  
WE HAVE MEMBERS, BRAD WORKED  
HARD ON THIS FOR YEARS.  
WE ALL KNOW THAT IF YOU LEAVE  
PERMANENT STUB ENDS YOU HAVE A

PROBLEM THAT YOU CANNOT SOLVE.  
THEN HISTORY LOOKS BACK US ON  
NOT VERY WELL.

>> I WOULD JUST ADD, THE  
POLITICAL WILL, I THINK IT'S  
ALSO A BIT OF FEAR NO, SURPRISE,  
THE FEAR OF COST AND SORT OF  
POLITICAL REPERCUSSIONS OF THE  
BIG DIG.

SO WHAT BOTH GOVERNOR DUKAKIS  
AND THE REPRESENTATIVE SAID,  
IT'S HAVING THAT BOLD VISION FOR  
WHAT'S POSSIBLE AND RECOGNIZING  
UNLESS WE HAVE THAT BOLD VISION,  
WE'RE NOT GOING TO FIX THE  
TRANSPORTATION SYSTEM IN  
MASSACHUSETTS AND CHAIRWOMAN, I  
APPRECIATE YOUR VISION FOR  
FIXING, IMPROVING THE PUBLIC  
TRANSPORTATION SYSTEM.

THAT'S EXACTLY THE KIND OF  
VISION THAT WE NEED.

AND I THINK BEYOND SORT OF THE  
BAKER ADMINISTRATION, I DO THINK  
THAT IT WOULD BE INCREDIBLY  
HELPFUL FOR THE ENTIRE FEDERAL  
CONGRESSIONAL DELEGATION TO BE  
STRONGER ADVOCATES FOR SECURING  
THE FEDERAL FUNDING.

CONGRESSMAN MOULTON HAS BEEN A  
TREMENDOUS CHAMPION.

IT WOULD BE GREAT IF THE ENTIRE  
DELEGATION REALLY FOCUSED ON  
THIS AND HIGHLIGHTED IT BECAUSE  
OBVIOUSLY THE PROJECT WILL NOT  
GET DONE WITHOUT FEDERAL  
DOLLARS.

>> BOTH HOLDING CRITICALLY  
IMPORTANT APPOINTMENTS,  
POSITIONS THESE DAYS, BOTH VERY  
STRONG, LONG TIME SUPPORTERS OF  
THIS PROJECT.

>> THEY'RE BOTH IN THE  
NORTH-SOUTH RAIL LINK WORKING  
GROUP AND KATHERINE CLARK AND  
SETH MOULTON.

>> GREAT.

THANK YOU VERY MUCH.

>> BOTH UNITED STATES SENATORS.

>> BOTH UNITED STATES SENATORS.  
PART OF THE DEMOCRATIC STATE  
PARTY PLATFORM WE SHOULD NOTE  
TOO, NORTH-SOUTH RAIL LINK.

>> THANK YOU.

OKAY.  
SO I KNOW YOU'RE VERY BUSY.  
YOU'RE WELCOME TO STAY IF YOU  
WOULD LIKE OR MOVE TO THE  
AUDIENCE OR HEAD ON TO OTHER  
MEETINGS AND COMMITMENTS THAT  
YOU HAVE.  
WE'LL MOVE ON TO THE OTHER HALF  
OF THE PANEL NOW IN WHATEVER  
ORDER YOU ALL WISH.  
JUST INTRODUCE YOURSELF AND MAKE  
YOUR BRIEF OPENING STATEMENT.  
>> MY NAME IS CLAY GOLDFIELD.  
TRANSPORTATION ENGINEER/PLANNER  
FOR 40 YEARS.  
I WAS PROJECT MANAGER WHEN THIS  
WAS LAST STUDIED FOR THE STATE.  
I WAS RELUCTANT TO GET INVOLVED  
WITH THIS EFFORT, BUT IT'S HARD  
TO SAY NO TO GOVERNOR DUKAKIS.  
AS I SAY, I'M SEMIRETIRED,  
LIVING ON THE CAPE.  
I PUT ON MY LONG PANTS TODAY.  
ANYWAY, ONE OF THE THINGS I WANT  
TO TALK ABOUT, WHAT ARE THE  
CONCERNS THAT THE COUNCIL WOULD  
LIKE TO ADDRESS?  
TO ME, THE PRIMARY CONCERNS ARE  
THE DISRUPTION THAT CONSTRUCTION  
MIGHT CAUSE.  
THERE THOSE CONSTRUCTION COSTS,  
THAT'S ONE OF THE THINGS THAT WE  
HAVE TALKED ABOUT FOR OVER 20  
YEARS.  
ACTUALLY I HAVE A NEAT PRINT THE  
FIRST TIME IT WAS CONSIDERED BY  
THE BOSTON CITY COUNCIL, 1914.  
THAT'S INTERESTING TOO.  
BACK IN THE DAY WHEN I WAS DOING  
THIS BEFORE, I DIDN'T NEED  
READING GLASSES.  
THE OTHER THING IS WHAT ARE THE  
BENEFITS?  
YOU KNOW, I WON'T GET IN TO TOO  
MANY OF THE BENEFITS.  
WE PROVIDED YOU WITH A FOUR-PAGE  
SUMMARY OF A LOT OF THE  
BENEFITS.  
A LOT MORE DETAIL THAN I'M SURE  
WOULD YOU WANT TO HEAR RIGHT  
NOW.  
THE OTHER THING I WANTED TO  
MENTION WAS WHAT IF WE DON'T  
BUILD THE RAIL LINK?

WHERE DOES THE TRANSPORTATION  
COME FROM?

WE CAN'T EXPAND THE HIGHWAY  
SYSTEM.

WE REALLY DON'T HAVE MANY  
OPTIONS FOR TRANSPORTATION THAT  
WILL STAGNATE THE ECONOMY IN  
BOSTON.

THERE'S A LOT OF FALL OUT THAT  
WOULD COME FROM NOT BUILDING IT.  
TO ME, ASKING THAT QUESTION IS  
IMPORTANT.

ANYWAY, I'LL START WITH GIST  
DISRUPTION.

IT WAS MENTIONED THE WORK THAT  
WAS DONE IN LONDON.

IT WAS ABOUT 26 MILES OF TUNNELS  
THAT WERE DONE.

THERE WAS VERY LITTLE SURFACE  
DISRUPTION.

I WAS AMAZED.

WE LOOKED AT THE TUNNEL BORING  
MACHINES AND TECHNOLOGY 20 YEARS  
AGO AND THERE WAS SOME  
UNCERTAINTY.

BUT NOW THEY'RE TALKING  
MILLIMETERS, INCHES, AS FAR AS  
THE ACCURACY OF THESE MACHINES.  
THAT HAS BECOME A VERY COMMON  
WAY OF CONSTRUCTION, SO THE WAY  
OF DEALING WITH THINGS LIKE THE  
UNDERPINNING OF BUILDINGS,  
ENSURING THAT THERE'S NOT GOING  
TO BE ANYTHING THAT HAPPENS THAT  
IS NOT EXPECTED HAS COME A LONG  
WAY.

I WILL SAY THAT THE WAY WE  
LOOKED AT IT IS MOST OF THE WORK  
WILL BE DONE UNDERGROUND LIKE  
THEY WERE IN LONDON.

YOU WON'T EVEN KNOW WHAT'S GOING  
ON.

THE AREAS THAT WILL BE SEEN ON  
THE SURFACE WILL BE WHERE THE  
MATERIAL IS STORED FOR LINING  
THE TUNNELS AND THINGS LIKE  
THAT.

THOSE WILL PROBABLY BE IN THE  
SOUTH AREA, WHERE THE RAIL YARD  
IS ALREADY.

AND WON'T DISRUPT TRAFFIC, CAUSE  
TOO MUCH TROUBLE.

THE PORTALS ARE GOING TO BE  
SOMETHING THAT WE HAVE TO WORK

OUT, HOW THAT'S STAGED.  
BUT IT CAN BE DONE.  
WE HAVE TALKED A LITTLE BIT  
ABOUT THAT AND I'M CONFIDENT  
THAT WE'LL FIGURE A WAY TO MAKE  
IT.

LET'S SEE.

THE LAUNCH FOR TBMs WILL BE IN  
THE RAIL YARD, NORTH AND SOUTH  
OF THE CHARLES.

ONE OF THE THINGS WE HAVE ALSO  
KICKED AROUND WHICH I FIND  
INTERESTING, YOU KNOW, THE BIG  
DIG, THEY BASICALLY REBUILT  
SPECTACLE ISLAND WITH THE SPOILS  
FROM THE BIG DIG.

WHAT WE LOOKED AT AND TALKED  
ABOUT, WILL TALK ABOUT A LITTLE  
LATER, THERE'S A LOT OF LAND  
MENTIONED LIKE THE CIRCLE,  
THINGS THAT ARE USED NOW THE  
STORE TRAINS MUCH THOSE ARE  
PRIME WATERFRONT AREAS, THINGS  
LIKE THAT.

IF WE TAKE ALL THE SPOILS FROM  
THE TUNNEL AND USE THAT TO RAISE  
THAT LAND, BUILD CLIMATE  
RESILIENCY, THINGS LIKE THAT.  
I LOVE SOLUTIONS THAT WORK THAT  
WAY.

SO THAT'S ONE THING THAT I THINK  
IS NEAT.

ANYWAY, SOME OF THE OTHER  
THINGS, COST.

WE HAVE TALKED ABOUT COSTS  
ENDLESSLY.

THE CONSTRUCTION ESTIMATING THAT  
WAS DONE FOR THE RECENT STUDY IS  
WHAT THEY CALL LEVEL  
IS JUST ABOVE A WILD GUESS.

AND THE RANGE OF UNCERTAINTY FOR  
THOSE IS 100% BELOW, SO COULD BE  
THEIR ESTIMATE DOUBLE THE ACTUAL  
COST DOWN TO 30% ABOVE.

COULD BE 30% MORE.

THAT'S A PRETTY WIDE RANGE.

WE ARGUED THAT \$2 MILLION WE  
SHOULD GET A LITTLE BETTER  
ACCURACY.

WE HAVE WHAT WE HAVE.

IN YOUR PACKET IS A FINANCING  
SCHEME THAT WE LOOKED AT THAT  
WE'LL BOTH BENEFIT THE CITY AS  
WELL AS HELP PAY FOR THE LOCAL

SHARE.

LOOK AT THE PAST PAGE I SEE  
COUNCILOR WS LOOKING AT IT, A  
FOOTNOTE.

THE IDEA IS, WITH TAX INCREMENT  
FINANCING.

WHEN I WAS A CONSULTANT A LONG  
TIME AGO IN THE '80S, I WORKED  
ON FINANCE FOR MAJOR  
INFRASTRUCTURE IN CALIFORNIA.

I DID THE STRATEGIC PLAN FOR THE  
FIRST SALES TAX THAT THEY DID.

WE ALSO DID SOME WORK WITH  
INNOVATIVE FINANCE.

WE HAVE A LOT OF LAND OUT THERE,  
ESSENTIALLY PUBLIC LAND.

WE DEVELOPED THAT LAND, MAJOR  
DEVELOPMENTS THERE.

ALL OF A SUDDEN WE HAD LAND  
THAT'S TAXABLE.

I DID AN ESTIMATE EARLY ON THAT  
COULD GENERATE AS MUCH AS \$330  
MILLION A YEAR FOR THE CITY OF  
BOSTON.

USING THE METHODOLOGIES FOR  
ESTIMATING GROSS SQUARE FOOTAGE  
AND THINGS LIKE THAT THAT WAS  
USED.

IT COULD BE AS HIGH AS \$445  
MILLION A YEAR.

THAT'S HUGE.

NOW, WITH THE TAX INCREMENT  
FINANCING, YOU WOULD HAVE  
CONSTRUCTION BONDS THAT WOULD  
LAST ABOUT 20 YEARS, TYPICALLY  
AT 3%.

IF YOU USED HALF THAT MONEY FOR  
THE 0-YEAR PERIOD, IT COULD PAY  
FOR THE WHOLE LOCAL SHARE.

THAT'S NOT EVEN LOOKING AT  
BUILDING LAND, LEASING LAND OR  
ANYTHING LIKE THAT THEY JUST DID  
THE HUDSON YARDS IN NEW YORK  
CITY AND THEY BUILT A LOT OF  
STRUCTURES, A LOT OF PUBLIC  
RECREATION FACILITIES, THINGS  
LIKE THAT.

THEY ARE LEASING THE LAND ON A  
99-YEAR LEASE THAT'S ANOTHER  
REVENUE STREAM THAT WE CAN COME  
TO THE CITY OR WHOMEVER.

BUT THOSE ARE THINGS THAT REALLY  
NEED TO BE CONSIDERED FOR US THE  
HORROR OF THE COST THAT

EVERYBODY SEES IN THE PAPER.  
WHAT ELSE WAS I GOING TO SAY?  
I DON'T WANT TO TAKE ALL YOUR  
TIME.

BENEFITS.

WE'VE GOT SEVERAL -- TEN  
BENEFITS CONCENTRATED IN THAT  
LITTLE HAND OUT.

SOME OF THEM ARE PRETTY OBVIOUS.  
YOU LOOK AT THINGS LIKE THE  
CONGESTION, IF YOU TAKE 5500  
CARS OFF THE ROAD OBVIOUSLY AIR  
QUALITY WILL GET BETTER.

THOSE ARE THINGS THAT YOU CAN  
UNDERSTAND.

MORE PEOPLE TAKING THE TRAIN,  
LESS PEOPLE ON THE HIGHWAY IT'S  
A WIN-WIN.

ADDED CAPACITY FOR SERVICE.  
ALL THE TRAIN SYSTEMS THAT ARE  
GOING TO BE WITH RUNNING THE  
MOST TRAINS POSSIBLE AND THOSE  
ARE USUALLY CONSTRAINED BY NORTH  
AND SOUTH STATION CAPACITIES.  
THOSE ARE GREAT.

THERE'S SOME THINGS AND  
UNFORTUNATELY I'M AN ENGINEER SO  
I LOOK AT THINGS DIFFERENTLY.  
BUT SOME OF THE THINGS THAT ARE  
ALSO NO BRAINERS, 62% OF THE  
FLEET FROM MBTA FROM THE SOUTH  
SIDE.

WHERE WOULD THEY LOCATE THEIR BUS  
AND ENGINE TERMINAL?

NORTH OF THE CHARLES RIVER.

SO, THE TRAINS NOW HAVE A VERY  
TORTUROUS WAY TO GET ACROSS  
GRAND JUNCTION THROUGH THE MAIN  
STREETS OF CAMBRIDGE TO BET.

WHEN I WAS WITH THE T, I WAS  
DEPUTY DIRECTOR OF PLANNING, I  
DECIDED TO RIDE IN THE FRONT  
ENDS OF THE LOCOMOTIVE,  
LITERALLY INCHED OUT INTO  
TRAFFIC ON BROADWAY WITH THE  
LOCOMOTIVE.

THIS WILL ALLOW DIRECT ACCESS  
FOR ALL THOSE VEHICLES TO BET  
THAT WILL BE ABLE TO CENTRALIZE  
THE MAINTENANCE FOR THE WHOLE  
SYSTEM SO THINGS LIKE SOUTH  
HAMPTON YARDS COULD BE MOVED OUT  
OF THE CITY AS WELL.

>> I APOLOGIZE FOR BEING SO RUDE

I JUST WANT TO MAKE SURE WE'RE GETTING THROUGH THE PANELISTS BECAUSE THERE'S LOTS OF PUBLIC TESTIMONY.

>> I CAN GO FOR DAYS. PRETTY MUCH DONE.

>> WE'LL HAVE QUESTION AND ANSWER, TOO, THANK YOU VERY MUCH.

>> COUNCILORS, MY NAME IS JOSEPH I AM NORTHEAST FOR RAIL PASSENGER ASSOCIATION, THE LARGEST NATIONAL ORGANIZATION THAT SERVES AS THE VOICE OF MORE THAN 40 MILLION RAIL PASSENGERS IN THE U.S.

OUR MISSION TO IMPROVE AND EXPAND CONVENTIONAL INNER-CITY AND REGIONAL PANE TRAIN SERVICES, SUPPORT HIGH SPEED, INCREASE CONNECTIVITY AND ENSURE SAFETY FOR OUR COUNTRY'S TRAINS AND PASSENGERS.

I AM HERE TONIGHT IN MY CAPACITY AS REGIONAL COORDINATOR AS WELL AS MEMBER OF THE NORTH SOUTH RAIL WORKING GROUP UNDER THE MENTORSHIP OF GOVERNOR DUKAKIS. RAIL PASSENGERS PRESIDENT AND CEO JIM MATTHEW SAID THE FOLLOWING, IMAGINE BEING ABLE TO BOARD A NEW YORK TRAIN AT THE ANDERSON REGIONAL TRANSPORTATION CENTER.

THE BOUND FOR NEW HAMPSHIRE, MAINE OR ONE DAY MONTREAL. IMAGINE BEING ABLE TO RIDE FROM THE NORTH SHORE OR THE CAPE WITH ONE DIRECT TRANSFER.

IMAGE IN A SINGLE SEAT RIDE FROM THE SOUTH SHORE OR WORCESTER OR ONE DAY SPRINGFIELD TO THE GARDEN FOR CONCERTS, BRUINS GAMES, CELTICS GAME.

CONNECT FROM ANY COMMUTEDDER RAIL LINE TO THE GREEN, RED, BLUE, SILVER LINES.

NORTH-SOUTH LINK MAKES ALL THESE THINGS POSSIBLE, NO OTHER SOLUTION DOES.

THE RAIL LINK IS A FUEL TRULY TRANSFORMATIVE PROJECT ON NATIONAL LEVEL BECAUSE IT CONNECTS REGIONAL FROM POINTS

NORTH OF BOSTON ALL THE WAY TO SOUTH TO RICHMOND, VIRGINIA, BY CLOSING ONLY SERVICE GAP IN THE NETWORK.

AND FINALLY BRINGS NORTHERN NEW ENGLAND IN LINE WITH THE REST OF THE SYSTEM.

HE'LL LOUSE MUCH NEEDED TRANSIT EXPANSION IN NEW HAMPSHIRE, MAINE, CONNECTICUT, RHODE ISLAND, BY ADDING CAPACITY TO THE CORRIDOR.

TRAVELERS AND COMMUTERS IN OUR REGION DESERVE FAR BETTER THAN THE ONE-SIDED FATALLY FLAWED STUDY LAST YEAR.

THE REST OF THE WORLD IS PASSING US BY AS MANY MAJOR CITIES AROUND THE GLOBE OFFING BY TRANSFORMING LEGACY RAIL SYSTEMS TO ALL DAY RAPID TRANSIT.

ENDING THE ERA OF SEVEN STATIONS, MAKES IT SEEM LIKE BOSTON IS THE EXCEPTION INSTEAD OF THE STANDARD THAT WE SHOULD BE.

I LEAVE THE COMMITTEE WITH THIS FINAL THOUGHT.

IF THE RAIL VISION FOR THIS CITY AND REST OF THE COMMONWEALTH ISN'T ALL OPTIONS ON THE TAKEN AND WORTHY OF OUR FULL ATTENTION, THEN AS ELECTED OFFICIALS AND ADVOCATES, WHAT ARE WE DOING HERE?

THANK YOU.

[ APPLAUSE ]

>> THANK YOU.

>> CHAIR WU, COUNCILOR BAKER, COUNCILOR FLYNN, COUNCILOR ESSAIBI-GEORGE, THANKS FOR HOSTING THAT PANEL AND HEARING. I'M JERRY JOHNSON THE COO OF TRANSIT MATTERS.

IT'S DEDICATED TO IMPROVING TRANSIT IN AND AROUND BOSTON BY OFFERING NEW PERSPECTIVES, UNITE CAN ADVOCATES AND IMPROVING THE PUBLIC DISCUSSION AROUND TRANSIT.

WE LIKE TO SAY THAT WE'RE DATA DRIVEN AND PEOPLE FOCUSED. TO YOUR EARLIER QUESTION, COUNCILOR WU AROUND WHAT ARE

SOME OF THE OBSTACLES, I THINK GOVERNOR IS RIGHT, LACK OF VISION, WHICH IS ESPECIALLY STRANGE CONSIDERING THE INCREDIBLE AMOUNT 6 PROJECTS THAT NEED TO BE DONE IN ORDER TO MAKE OUR ENTIRE TRANSPORTATION SYSTEM BETTER.

TRANSIT MATTERS HAS BEEN ONE OF THE MOTHER MOST ADVOCATES.

LAST YEAR WE PUT OUT A WHITE PAPER CALLING FOR REGIONAL RAIL. FAST, ELECTRIC TRAINS THAT DON'T POLLUTE.

HIGH LEVEL PLATFORMS THAT ALLOW ALL USERS INCLUDING THOSE WITH MOBILITY CHALLENGES TO GET AROUND, STRATEGIC IMPROVEMENTS TO GET AROUND THE BOTTLENECK THAT WE HAVE IN OUR COMMUTER RAIL SYSTEM.

FREQUENT ALL DAY SERVICE THAT GIVES PEOPLE THE FREEDOM TO MOVE AROUND.

COMMONWEALTH MOVE AROUND THE REGION AND FREE TRANSFERS INTENDED PEOPLE TO USE THEIR CAPACITY ON OUR SYSTEM.

WE BELIEVE THESE ELEMENTS ARE PORE TO MAKING NOT ONLY A BETTER COMMUTER RAIL NETWORK BUT ALSO MAKING NORTH-SOUTH RAIL LINK WORK.

THE MUCH CRITICIZED STUDY THAT YOU'VE HEARD ASSUMED EXPENSIVE TRAINS, HAVE TO HAVE CAPABILITY TO RUN ON DIESEL AND ELECTRIC AND WOULD HAVE MUCH LONGER TUNNELS BECAUSE THE SYSTEM WOULDN'T BE ELECTRIFIED.

WE CAN LOOK AT LOORING THAT REDICK COULD YOU PLUS COST THAT CAME FROM THAT STUDY BY MAKING OUR COMMUTER RAIL NETWORK BETTER IN THE MEANTIME.

WE THINK ELECTRIFICATION IS KEY. BUT FOR CLIMATE CHANGE AND FOR BETTER SERVICE.

TRANSIT MATTERS BELIEVES COULD BE TRANSFORMATIVE PROJECT FOR THE REGION.

THIS COULD UNLOCK WHOLE NEW REGIONS FOR HOUSING AND JOBS. RIGHT NOW A COMPUTER FROM SALEM

HAS TO SPEND MORE TIME GETTING FROM NORTH STATION TO THE SEAPORT WHERE THEY MIGHT SPEND ON THEIR ENTIRE RIDE FROM SALEM INTO THE STATION.

THIS COULD GIVE PEOPLE NEW ACCESS TO JOBS IN THE FINANCIAL DISTRICT, BACK BAY, COULD ALLOW FOR TRIPS FROM JAY JAMAICA PLAIN TO DOWNTOWN, MEANINGFUL RESILIENT COMINGS FROM BOSTON LANDING OR JFK IN THE EVENT OF SERVICE DISRUPTIONS ON SUBWAY OR LIGHT RAIL LINES.

ALSO SOMETHING OUR COMPETITORS ARE DOING.

LONDON, TORONTO, MELBOURNE, PARIS, ALL CONNECTING THEIR STATIONS.

WHAT THE STATION WHERE WE BROUGHT THIS UP SO MUCH THAT OTHER SYSTEMS ARE ABLE TO HAVE TWICE THE CAPACITY OF SOUTH STATION RIGHT NOW JUST ON TWO LINES BECAUSE THE TRAINS AREN'T STOPPING THERE.

IN ORDER TO DO THIS WE NEED THE CITY TO WORK ON SHUTTING DOWN THE EXPENSIVE AND UNNECESSARY PROJECT TO EXPAND SOUTH STATION TO WORK WITH MASS DOT TO MOVE TO REGIONAL RAIL SYSTEM TO PREPARE FOR NOTED RAIL LINK.

THE REGIONAL RAIL VISION ONLY ALTERNATIVE THAT IS APPROPRIATE FOR CONGESTION, TO TACKLE CLIMATE CHANGE, HOUSING AND MOBILITY AND THIS IS THE ALTERNATIVE THAT INCLUDES NORTH-SOUTH RAIL LINK.

WE'RE EXCITED TO SEE THE CITY TAKE A BIGGER INTEREST IN THIS AND WE LOOK FORWARD TO WORKING WITH YOU.

>> THANK YOU.

>> MY NAME IS JOHN I LIVE IN FORT HILL IN ROXBURY.

I CONSIDER MYSELF, I GUESS A CAPTIVE AUDIENCE OF THE MBTA SINCE I RELY ON ITS SERVICES VIRTUALLY EVERY DAY.

I WANT TO THANK YOU ON BEHALF OF THE MASSACHUSETTS SIERRA CLUB FOR INVITING US TO APPEAR AT

THAN'S HEARING.

I AM COCHAIR OF OUR  
TRANSPORTATION COMMITTEE.  
THE CHAPTER HAS BEEN LONG  
SUPPORTER OF THE NORTH-SOUTH  
RAIL LINK ARGUING THAT THE  
CORPORATING THE RAIL LINK INTO  
THE CENTRAL PROJECT WOULD BE THE  
MOST EFFECTIVE MEANS TO REDUCE  
AIR POLLUTION AND GREENHOUSE  
GASSES BY CUTTING THE NUMBER OF  
CARS THAT WILL BE TRAVELING INTO  
AND THROUGH THE CITY.

I FIRST LEARNED ABOUT THE RAIL  
LINK IN THE MID 1970s WHILE A  
STUDENT AT UMASS BOSTON THROUGH  
A NEWS STORY ABOUT THE PROPOSED  
BIG DIG.

AND THE ARTICLE MENTIONED A REAL  
CONNECTION BETWEEN NORTH AND  
SOUTH STATIONS ARE WERE BEING  
INCLUDED.

I WAS INTRIGUED IT MADE SUCH  
PERFECT SENSE.

SO A DECADE LATER I WAS SORELY  
DISAPPOINTED WHEN THE RAIL LINK  
WAS CUT OUT OF THE CENTRAL  
ARTERY PROJECT IN ORDER TO  
RECEIVE CONGRESSIONAL FUNDING.  
TO ME IT REMAINED A GOOD IDEA.  
ONE THAT WAS TOO GOOD TO BE  
FORGOTTEN.

IN 1987 THE NEW ORANGE LINE  
OPENED THROUGH MY NEIGHBORHOOD  
FOR NEARLY 30 YEARS UNTIL I  
RETIRED I BOARDED DAILY AT  
ROXBURY CROSSING ON MY WAY TO  
WORK HERE IN CITY HALL.

THE LOGIC OF A RAIL CONNECTION  
BETWEEN NORTH AND SOUTH STATIONS  
WOULD OCCUR TO ME EVERY MORNING  
ON MY WAY TO WORK WHEN MY TRAIN  
PULLED IN TO BACK BAY STATION TO  
BEHOLD A WALL OF COMMUTERS  
WAITING TO TRANSFORM MY ALREADY  
OVERCROWDED TRAIN.

A RAILING THAT CARRIES COMMUTERS  
INTO DOWNTOWN WITHOUT THE  
NECESSITY OF SWITCHING MODES,  
WOULD AVOID MUTUAL INCONVENIENCE  
TO BOTH SETS OF PASSENGERS.  
AND RIDERS ON THE DOWN EASTER  
FOR MAIN WOULD NOT HAVE TO  
TRANSFER TWICE TO CONTINUE ON TO

PROVIDENCE OR NEW YORK.  
FOR OVER A DECADE, I HAVE HELPED  
TO FORMULATE TRANSPORTATION  
POLICY FOR THE MASS SIERRA CLUB  
WHERE I'VE WAYED IN ON MANY  
ISSUES AFFECTING BOSTON AND THE  
REGION.

IN RECENT YEARS I FOUND MYSELF  
DEVOTING MORE AND MORE ENERGY  
ADDRESSING ISSUES LIKE THE RAIL  
LINK AND THE CURRENT INADEQUATE  
PLAN TO EXPAND SOUTH STATION AS  
A STUB END TERMINAL.

THE PROBLEM, IS THAT WOULD BE  
FURTHER AGGRAVATED BY SOUTH  
STATION EXPANSION WITH  
INCREASING NUMBERS OF DIESEL  
LOCOMOTIVES SPEWING THEIR FUMES  
AND PARTICULATES.

OVER ALREADY DENSELY SETTLED  
URBAN NEIGHBORHOODS FROM  
DOWNTOWN TO NORTH GEORGIA,  
DEMONSTRATE ELECTRIFIED RAIL  
LINK WOULD BE OF MAJOR  
ENVIRONMENTAL BENEFIT TO MANY  
THOUSANDS OF INNER CITIES  
RESIDENTS.

THE RAIL LINK WOULD ALLOW FOR  
ONE TRANSFER OR SINGLE TRANSFER.  
ENCOURAGING PEOPLE TO TAKE  
PUBLIC TRANSPORTATION WHO CANNOT  
DO SO TODAY DUE TO THE  
INCONVENIENCE EVER REPEATED  
TRANSFERS.

THIS WOULD HELP DECREASE VEHICLE  
MILES TRAVELED AND GET PEOPLE  
OFF THE HIGHWAYS, REDUCING  
TRAFFIC CONGESTION AND AIR  
POLLUTION.

THE RAIL LINK WOULD ALSO GIVE  
BETTER SERVICE AND RAIL  
CONNECTIONS TO THE FAIRMOUNT  
LINE ALLOWING FOR ONE SEAT, ONE  
TRANSFER RIDES TO MANY  
DESTINATIONS.

THIS WOULD ALLOW MORE ACCESS TO  
JOBS FOR MANY RESIDENTS EVER  
GREATER BOSTON AND THE REGION.

A NEWS STORY IN THE JUNE 27th  
"BOSTON GLOBE" CHINATOWN HAS  
WORST AIR QUALITY IN  
MASSACHUSETTS, REPORT SAYS.  
QUOTES RICHARD CHANG FORMER HEAD  
MASTER OF THE UPPER SCHOOL ON

HOW DANGEROUS AIR POLLUTION CAN BE EVEN ON SEEMINGLY CLEAR DAY. TODAY YOU GOT THE BLUE SKY AND THE SUN AND IT FEELS LEUKOCYTES BE PERFECTLY FINE TO PLAY OUT THERE.

WHAT IS UNSEEN ARE THESE VERY DANGEROUS PARTICULATES EMITTED BY CARS, DIESEL TRAIN THEN THE PASSING HIGHWAY VEHICLES AND THE KIDS ARE JUST INHALING IT IN. THIS FORWARD-LOOKING CITY SHOULD NOT BE CONSTRAINED BY THE LIMITED THINKING OF MASS DOT IN ITS ALREADY OBSOLETE PLAN TO EXPAND SOUTH STATION.

WE MUST SEE THE LARGER ISSUES AT STAKE AND CRAFT THE MOST APPROPRIATE SOLUTIONS.

THE MASSACHUSETTS SIERRA CLUB URGES THE BOSTON CITY COUNCIL TO APPROVE DOCKET NO. 0879 AND SUPPORT THE RAIL LINK.

THANK YOU.

>> THANK YOU VERY MUCH.

>> I'M STEVE, PAST CHAIR OF THE REGIONAL TRANSPORTATION ADVISORY COUNCIL.

I WON'T GET VERY TECHNICAL JUST SAY BRIEFLY THAT A LITTLE OVER A WEEK AGO WE HAD THE 50th ANNIVERSARY OF THE ASTRONAUTS LANDING ON THE MOON.

WHICH BRINGS UP NOW 50-YEAR-OLD QUESTION, IF WE CAN GET PEOPLE BACK AND FORTH BETWEEN THE EARTH AND THE MOON, WHY CAN'T WE GET PEOPLE BACK AND FORTH BETWEEN ROXBURY AND SOUTH STATION.

[ APPLAUSE ]

WE HAVE THE ANSWER IT'S NOTE-SOUTH RAIL LINK.

>> THANK YOU VERY MUCH.

>> QUESTION FROM MY COLLEAGUES. COUNCILMEMBER ESSAIBI-GEORGE.

>> THANK YOU, ALL OF YOU FOR YOUR PRESENTATIONS I ALSO APPRECIATE THE DIVERSITY OF THE REMARKS AND SORT OF HOW YOU ALL TOUCHED ON COUPLE OTHER THINGS. I DO HAVE SOME QUESTIONS ABOUT A FEW OF YOU REFERENCED THE CONCERNS ABOUT COST, ESPECIALLY ASSUMING BIG DIG-TYPE COSTS.

CAN WE TALK A LITTLE BIT OR  
SOMEONE HERE WHO CAN TALK ABOUT  
THE COSTS?

I KNOW THAT IT WAS IN LUCAS'  
PRESENTATION EARLIER TODAY BUT  
PERHAPS GOVERNOR CAN --

>> LET ME TAKE A BRACH AT THAT.  
I PRACTICALLY FLUNKED PHYSICS IN  
COLLEGE, I WENT INTO POLITICS  
INSTEAD.

I WANT TO GO BACK TO MY OWN  
EXPERIENCE.

OBVIOUSLY I HAD -- WHICH I DON'T  
HAVE A LOT OF RESPECT FOR  
CURRENT SECRETARY WHO WAS AT  
NORTHEASTERN WITH ME.

STUDENT CO-OP, TEAM WENT TO  
WORK.

I DIDN'T KNOW.

HE WAS  
EXTREMELY COMPETENT, HIGHLY  
RESPECTED AND ONE OF THE  
INTERESTING THINGS ABOUT HIM WAS  
THAT TOWARD THE END OF MY LAST  
TERM FRED LAID OUT A PLAN FOR  
MOVING HIM TO THE TOP JOB.

HE HAD A DEPUTY NAMED PETER,  
ALSO VERY COMPETENT.

THAT WAS THE PLAN, FOLKS.

SO, WHAT HAPPENED.

WELL, HE WAS NEVER GIVEN THAT  
ASSIGNMENT.

I'M NOT QUITE SURE WHO WAS IN  
CHARGE.

BUT WHILE BOSTON HARBOR CLEAN UP  
STARTED THE SAME ESTIMATED PRICE  
WAS COMPLETED ON TIME AND 20%  
BELOW BUDGET.

BIG DIG ENDED UP COSTING THREE  
TIMES WHAT IT WAS SUPPOSED TO  
COST, TOOK TWICE AS LONG.

IT WAS ALL ABOUT FIRST RATE  
MANAGEMENT DIRECTION.

>> WE'VE HAD IN PRESENTATION A  
NUMBER OF DIFFERENT DOLLAR  
AMOUNTS THAT HAVE BEEN SUGGESTED  
FROM CONSERVATIVE, THE WHOLE  
PICTURE.

IS THE THERE ANYONE HERE PERHAPS  
THAT COULD --

>> LET ME JUST COMMENT.

THE REASON WHY WE CAN'T TALK  
ABOUT COST AS WE SHOULD BECAUSE  
WE'RE NOT DOING THE OFFICIAL

PROJECT.

LET ME JUST TEMP YOU ONE OF THE BIG DIFFERENCES BETWEEN THE FLAWED STUDY THEY'RE DOING NOW WHICH WAS AGAINST THE INTENT OF THE LEGISLATURE AND WHAT WE DID. WE WERE REQUIRED TO DO A NO BUILD OPTION.

THEIR COST OF NOT DOING IT.

WE ALWAYS TALK ABOUT COST BUT THE NO BUILD OPTION WHICH WE AGAIN WOULD BE REQUIRED TO DO IF WE GO BACK AND RESUME THAT PROCESS.

NOW, THE OTHER PROBLEM OF TALKING ABOUT COST IS, A LOT OF CONFUSION ARE YOU TALKING 'BOAT CURRENT DOLLARS OR FUTURE DOLLARS,, HOW MANY STATIONS, WHAT THE ALIGNMENT IS GOING TO BE.

THAT'S WHY WE HAVE TO RECOGNIZE WE CAN'T LIKE PIN THE TAIL ON THE DUCKY BECAUSE WE HAVE TO DECIDE WHAT WE WANT TO DO. SO THERE IS SPECK SKEW LAKES BUT THERE'S A TREMENDOUS COST FOR NOT DOING IT WHICH AGAIN WE WOULD BE REQUIRED AND WERE REQUIRED AS CLAY CAN TELL YOU TO DO DURING THE -- THAT'S THE PROBLEM RIGHT NOW WITH THE STATED.

THEY DIDN'T REALLY DO THAT.

SO, IF YOU REALLY WANT AN ANSWER TO IT, WE CAN TALK ALL WE WANT ABOUT IT.

BUT THE RESUMPTION OF THE ENVIRONMENTAL PROCESS, THE OFFICIAL PROCESS.

FOR EXAMPLE RIGHT NOW SOUTH STATION EXPANSION WHICH IS A BAD PROJECT, THEY'RE REQUIRED, THEY HAVE A FINAL DOCUMENT.

IT'S PROBABLY NEVER GOING TO HAPPEN BECAUSE THE POST OFFICE AIN'T MOVING.

WE HAVE A -- WE DIDN'T FAMILIAR SIZE THIS.

ACCEPTED BY THE STATE.

WE HAVE A DRAFT ENVIRONMENTAL STATE REPORT FORFEITED REAL REPORT WAS NEVER FILED BECAUSE WE DIDN'T HAVE ENOUGH MONEY THAT

WASN'T SUPPOSED TO BE AN ISSUE THEN.  
SO ROMNEY SUSPENDED IT FOR PHONY REASONS.  
BUT OUR WORK IN TERMS OF FEASIBILITY, OUR WORK WAS ACCEPTED AS DRAFT ENVIRONMENTAL IMPACT REPORT, THAT'S A STATE DOCUMENT.  
BY ELLEN, SECRETARY OF ENVIRONMENTAL AFFAIRS AT THE END OF JUNE, 2003.  
WE CAN'T REALLY TELL YOU WHAT YOU WANT TO KNOW BECAUSE WE WANT THAT PROCESS RESUMED BY WHICH WE CAN THEN DO THE THING OFFICIALLY.  
WE'RE NOT PARTICIPATING RIGHT NOW IN ANY OFFICIAL PROCESS. I WILL CONCLUDE WITH THIS.  
ONE OF THE PROBLEMS RIGHT NOW THAT -- YOU'VE ALL READ ABOUT IT, IS TRANSPARENCY.  
THEY'RE TIGHT PLY CONTROLLED DOWN THERE THAT'S WHAT THEY DID WITH THIS STUDY.  
WE HAVE TO OPEN THIS UP TO MORE PARTICIPATION TO GET THE ANSWERS YOU SEEK.  
>> I WILL JUST SAY, THOUGH, I APPRECIATE THAT.  
IN SOME OF THE CONVERSATIONS TODAY AND PREVIOUS TO TODAY WE'VE TALKED ABOUT A \$6 BILLION PROJECT OR \$15 BILLION PROJECT. IF YOU HAVE THOUGHTS WHERE ON THAT SPECTRUM OR JARED, WHOEVER WE HAVE AN IDEA OF A GENERAL IDEA AND UNDERSTANDING --  
>> I CAN TAKE IT REAL QUICK THEN JARED HAS MORE DETAILS.  
BUT ONE OF THE THINGS ACTUALLY WAS MENTIONED EARLIER IS THAT THE DIFFERENCE IN LIEU CAST' PRESENTATION EARLIER HE MENTIONS THE HARBOR STUDY THAT WAS RANGE OF LIKE \$4.5 TO \$6.5 -- AROUND THERE FOR THE TWO -- TWO TRACK, FOUR TRACK OPTIMAL AROUND \$5-7 BILLION WHICH IS -- PUTS IT MORE IN LINE WITH OTHER PROJECTS AROUND THE WORLD.  
THE MASS DOT STUDY THAT GIVES US THE 17-20 BILLION INCLUDES AS I

THINK JARED MENTIONED MATERIAL I  
DIDN'T, THEY BRING IN --  
PROCUREMENT OF NEW FLEET.  
THAT IS ELECTRIFICATION.  
THAT IS OTHER KIND OF ADD-ONS  
WHAT MASS DOT IS TELLING SUS  
THAT THESE ARE THINGS THEY NEED  
TO DO ANYWAY.  
THEY NEED NEW CARS, THEY NEED  
NEW SIGNALS, THEY NEED NEW  
FLEET.  
THEY NEED TO ELECTRIFY.  
THOSE ARE THINGS THAT HAVE TO BE  
DONE ANYWAY.  
SO THE PROBLEM THAT WE SAW WITH  
THE MASS DOT STUDY ALL THOSE  
THINGS, ALL THE KITCHEN SINK TO  
IT INSTEAD OF JUST SAY HANG THE  
TUNNEL ITSELF IS GOING TO COST.  
THE CLOSEST WE GOT TO THAT WAS  
THE KENNEDY STUDY, THEY WENT --  
THIS IS WHAT THE TECHNOLOGY,  
THIS IS TUNNEL BORING WHAT IT  
COSTS US TO BUILD THIS TUNNEL  
ALL OTHER THINGS MASS DOT HAS TO  
DO ANYWAY.  
I'M SURE JARED CAN HONE ON TO  
THAT.  
>> LET ME JUST ADD ONE THING  
BEFORE JARED.  
THERE IS A CITY THAT IS  
CURRENTLY BUILDING A NEW TRANSIT  
SYSTEM IN THIS COUNTRY.  
WHICH INCLUDES THEIR VISION FOR  
THE NORTH SOUTH RAILING.  
THEY CALL IT THE REGIONAL  
CONNECTER.  
THAT CITY IS LOS ANGELES,  
CALIFORNIA.  
THE THING IS UNDER CONSTRUCTION.  
IT'S GOING TO BE COMPLETED NEXT  
YEAR.  
I GO OUT TO TEACH AT UCLA I TAKE  
MY TRIP, IT'S UNDERWAY.  
AND WE'RE SO FRUSTRATING FOR YOU  
FOLKS AS WELL AS FOR US IS THAT  
WE'RE NOT EVEN CLOSE TO THAT  
PROCESS.  
SO THEY'RE GOING TO HAVE  
THEMSELVES A VERY FINE SYSTEM.  
IT'S A DIFFERENT PROJECT,  
OBVIOUSLY.  
WHY LOS ANGELES CAN DO THIS WHEN  
WE CAN'T IS MYSTERY TO ME FOR

MANY YEARS.

>> JARED?

>> VERY BRIEFLY.  
COUPLE OF THINGS.

2.5 MILLION OF THE MASS DOT COST  
WAS BECAUSE OF THOSE TRAINS.  
WE SAID THAT -- TEAM NEEDS TO  
PROCURE NEW TRAINS WE THINK  
SOMETHING VERY WRONG HEADED  
AGAIN THEY DIDN'T LOOK AT BEST  
PRACTICES AROUND HOW TO DO THIS.  
THEY ADDED SOUTH STATION  
EXPANSION TO THIS WHICH WE  
BELIEVE IS UNNECESSARY.

FINALLY, I'M NOT SURE IF THIS IS  
AT THE DIRECTION OF MASS DOT OR  
WHO, BUT THE GROUP THAT THEY  
RETAINED TO DO THE STUDY HAS --  
THEIR ESTIMATED FOR PER-MILE  
COST FOR ELECTRIFICATION, FOR  
EXAMPLE, WAS TWICE AS MUCH ON  
SIMILAR PROJECTS.

I'M NOT SURE IF THEY WERE ASKED  
THEM TO MAKE THEM HIGHER BUT WE  
DID A REPORT -- AN ARTICLE BACK  
IN SEPTEMBER OF LAST YEAR THAT  
REALLY WENT INTO THE FINE POINTS  
OF ALL THE THINGS WE FOUND WRONG  
OR MISLEADING ABOUT THE MASS DOT  
STUDY.

WE BELIEVE THAT IT WILL BE MUCH  
CLOSER TO THE HARVARD STUDY.

>> GREAT, THANK YOU, APPRECIATE  
THAT.

>> THANK YOU, COUNCILOR  
ESSAIBI-GEORGE.

>> I PROMISE TO BE QUICK.

A PROFESSOR AT MERRIMAC, HE AND  
I SERVED AS -- WE DID A VERY  
DETAILED LOOK AT THE COST  
ESTIMATES AND WAS 12 PAGES OF  
COMMENTS WERE NEVER ANSWERED.  
SOME OF THE THINGS THAT WERE  
ISSUED WERE THE HIGH AMOUNT OF  
CONTINGENCIES.

THEY ALSO AS JARED MENTIONED  
INCLUDED THE KITCHEN SINK.  
ANY DOUBLE TRACKING THAT WAS  
NECESSARY THEY EVEN -- THEY HAD  
TIER ONE, TWO AND THREE.  
TIER ONE WAS PRETTY MUCH WHAT IT  
COST TO BUILD THE RAIL LINK.  
TWO WAS FIXING EVERYTHING ELSE  
ALONG THE WHOLE LINE.

TIER THREE WAS SOME OF THE WISH LIST INCLUDING A TUNNEL IN SALEM, THOSE WERE ALL ADDED TO THE COST.

SO WHEN YOU DIG DOWN AND LOOK AT ACTUALLY WHAT'S THERE THAT'S AN IMPORTANT CONSIDERATION.

THANK YOU.

>> THANK YOU.

I WANT TO THANK MY COLLEAGUES BECAUSE THEY HAVE AGREED TO DEFER THEIR QUESTIONS BECAUSE WE HAVE SEVERAL FOLKS WHO ARE SIGNED UP WITH SPECIFIC TIME COMMITMENTS AND WE'RE RUNNING A LITTLE BEHIND.

I DID WANT TO ASK IF DEAN AND STATE REPRESENTATIVE AND GOVERNORS WOULD GET READY TO TESTIFY WITH THEIR TWO-MINUTE PUBLIC TESTIMONY.

>> THANK YOU VERY MUCH.

I AM PROFESSOR EMERITUS AT NORTHEASTERN UNIVERSITY I'VE BEEN STUDYING BOTH THE TRANSPORTATION HOUSING BUT ALSO ECONOMIC DEVELOPMENT WHICH REALLY HASN'T BEEN MENTIONED HERE.

WE RECENTLY COMPLETED A STUDY FOR THE SCHOOL COMMITTEE HERE WHICH SHOWS THAT OVER THE NEXT TEN TO 12 YEARS WE'RE GOING TO HAVE TO REPLACE AN ENORMOUS PART OF THE OUR FORCE BECAUSE OF RETIREMENTS.

FOR EXAMPLE, FOR EVERY MACHINIST WHO NEW JOB WAS CREATED WE HAVE TO REPLACE 75 WHO WILL BE RETIRING.

THIS IS POSING A TREMENDOUS PROBLEM FOR EMPLOYERS THROUGHOUT THE REGION FROM INSIDE OF BOSTON AND OUTSIDE OF BOSTON.

AND CURRENTLY, BECAUSE OF RESEARCH THAT WE'VE DONE, WE FOUND THAT BOSTON IS DIVIDED INTO TWO TOTALLY DIFFERENT LABOR MARKETS STARTING FROM BASICALLY THE MIDDLE OF THE CITY GOING NORTH.

THE MIDDLE OF THE CITY GOING SOUTH.

IN FACT 80% OF PEOPLE WHO LIVE

NEAR NORTH STATION OR NORTHERN BOSTON OR IN SUBURBS NORTH OF BOSTON, 80% ALSO WORK IN AREAS LIKE THAT.

ONLY 20% COMMUTE FURTHER SOUTH. BECAUSE OF THE DIFFICULTY OF GETTING THERE AND VICE VERSA. WHAT THAT MEANS WHEN WE GO OUT AND TALK WITH EMPLOYERS IS THEY HAVE VERY LIMITED LABOR MARKET AREAS IN WHICH THEY CAN SEARCH FOR THE REPLACEMENT WORKERS THEY NEED.

IF WE CAN BUILD NORTH-SOUTH RAIL LINK WE SOLVE A MAJOR PROBLEM OF LINKING THOSE TWO LABOR MARKETS THERE FOR BEING ABLE TO CONTINUE THE ECONOMIC PROGRESS THAT WE'VE BEEN MAKING IN BOSTON AND THE COMMONWEALTH.

THE SECOND POINT I'D LIKE TO MAKE VERY QUICKLY HAS TO DO WITH THE COST.

WE SHOULD ALSO BE THINKING ABOUT HOW MUCH MONEY WE SAVE FROM THIS AS PART OF THE RESEARCH I'VE DONE WITH THE RAIL LINK TEAM, I LOOKED AT WHAT WOULD HAPPEN IF WE WERE TO TAKE JUST 13% OF CURRENT DRIVERS OFF THE ARTERIES AROUND BOSTON.

THAT WOULD DOUBLE THE AVERAGE SPEED ON THE HIGHWAYS.

WHICH IS VERY LOW NOW AS LOW AS 13-14 MILES PER HOUR DURING COMMUTES.

IF WE COULD JUST DOUBLE THAT SPEED TO ABOUT 28-30 MILES AN HOUR, 20 MILES BELOW THE SPEED LIMIT THE AVERAGE COMMUTER SAVES \$270 A YEAR IN GAS WHEN GAS WAS \$2.49 A GALLON.

IT'S NOW OVER \$300.

IF IN ADDITION YOU COULD CUT IN HALF THE TIME THAT COMMUTERS IN THEIR CAR SPEND IN THEIR CARS GETTING TO WORK AND JUST CHARGE THEM HAVE THEM THINK THAT HOUR SAVED TO BE WITH THEIR FAMILY IS WORTH ONLY 2D.RADIO.

THAT ADDS ANOTHER \$1200 OF SAVINGS.

ALTOGETHER, THAT WOULD ADD UP TO ABOUT SAN DIEGO.1 BILLION --

\$1.1 BILLION, ENOUGH TO PAY FOR  
THE BIG DIG WITHOUT ANYBODY  
PAYING A PENNY.

THANK YOU VERY MUCH.

[ APPLAUSE ]

>> THANK YOU, COUNCILORS, I  
APPRECIATE THE OPPORTUNITY TO  
PROVIDE SOME TESTIMONY.

I'M TAMMY, I'M STATE  
REPRESENTATIVE FOR THE 14th  
MIDDLESEX DISTRICT THOSE OF WHO  
MIGHT NOT BE FAMILIAR WITH THE  
14th.

IT COVERS CONCORD, ACTON.  
I'M HERE TO SPEAK BOTH AS A  
COMMUTER, AS A PUBLIC HEALTH  
SOCIAL WORKER AND A STATE  
REPRESENTATIVE.

I GREW UP IN LOWELL, I LIVED  
THERE UNTIL ABOUT 12 YEARS AGO  
THEN I FIRST GRADUATED COLLEGE I  
COMMUTED INTO BOSTON FOR JOB  
DOWN IN THE SOUTH STATION.

I COMMUTED ON THE COMMUTER RAIL  
FROM LOWELL AND HAD TO GET OFF  
AT NORTH STATION AND EITHER WALK  
OR HOP ON THE T.

MOST OF THE TIME WE OPTED FOR  
WALKING, THAT MEANT WALKING IN  
THE RAIN, SNOW, SLEET, SLUSH,  
HEAT, ON AND ON.

ADDING ADDITIONAL 20 MINUTES TO  
OUR COMMUTE.

THAT WAS I'M 45 NOW.

THAT WAS MORE THAN 20 YEARS AGO  
THAT I WAS HAVING THAT  
EXPERIENCE.

AND IT'S REALLY FRUSTRATING FOR  
ME AND FOR COMMUTERS ALL  
THROUGHOUT THE NORTHEAST PART OF  
THE STATE TO STILL BE DEALING  
WITH THIS ISSUE BECAUSE WE HAVE  
NOT CLOSED THAT GAP BETWEEN  
NORTH AND SOUTH RAIL.

AS A STATE REPRESENTATIVE, THE  
TWO ISSUES THAT I -- RAN ON  
THREE ISSUES, HEALTH CARE,  
CLIMATE CHANGED AND  
TRANSPORTATION.

I HEAR IT OVER AND OVER AGAIN  
THAT FRUSTRATION THAT PEOPLE  
HAVE WITH WOEFULLY INADEQUATE  
TRANSIT SYSTEM, I WANT TO THANK  
YOU COUNCILOR WU FOR LEADERSHIP

THAT YOU HAVE TAKEN AND REALLY ALLOWING US -- I WOULD ARGUE THAT WE DON'T HAVE A SYSTEM. WE HAVE A BUNCH OF VERY SMALL MINI SYSTEMS LEAVING MANY GAPS THAT PEOPLE HAVE TO FILL ON THEIR OWN.

I WOULD ARGUE THAT AS A CIVIL SOCIETY, WHAT WE SHOULD BE DOING IS INVESTING IN PUBLIC TRANSPORTATION AS A PUBLIC GOOD THAT IT IS.

WHATEVER REASON, WE'VE ACCEPTED THE STATUS QUO, MAYBE IT'S THE CURRENT ADMINISTRATION, I DON'T KNOW.

BUT WE HAVE ACCEPTED THE FACT THAT WE WILL PAY FOR ROADS AND BRIDGES BUT WE EXPECT RIDERS AND OTHER FOLKS TO PICK UP THE TAB WHEN IT COMES TO OUR PUBLIC TRANSPORTATION AND WE NEED TO AT A STATE LEVEL START TO MAKE THOSE CRITICAL INVESTMENTS.

WHETHER IT'S \$15 BILLION, \$2 BILLION, DOES IT REALLY MATTER BECAUSE WE'RE SPENDING SO MUCH MORE ON REPAIRING ROADS AND LEAVING PEOPLE STRANDEDISH TRAFFIC WHICH MEANS THEY'RE NOT GETTING HOME TOLL THEIR KIDS TO COOK A HEM THEE MEAL, TO VOLUNTEER OR READ TO THEIR CHILD.

IT'S A MAJOR QUALITY OF LIFE ISSUE.

THAT'S WHY I SPEAK AT PUBLIC HEALTH SOCIAL WORKER HEARING OVER AND OVER AGAIN THE STRESS THAT OUR SYSTEM CAUSES, KNOWING THAT THE NORTH-SOUTH RAIL LINK WILL TAKE 55,000 CARS OFF THE ROAD MEANING PEOPLE ARE FREE TO TRAVEL A LOT FASTER AND BETWEEN POINT A AND B.

ALLOWS FOR US TO MAKE CLEAR INVESTMENTS IN THE OVERALL TRANSIT SYSTEM SO THAT WE HAVE MORE ALLOWABLE TRANSIT IN THE EARLY AFTERNOON.

SO PEOPLE CAN GET THE TRAIN RELIABLY.

I THINK WE OUGHT TO BE TAKING REALLY HARD LOOK AT.

THIS PARTICULAR MOTION, THIS MOVE TOWARD ADDRESSING THE LINK IS I THINK REALLY INCREDIBLE AND IMPORTANT START.

AND I WOULD LIKE FOR US TO CONTINUE THE CONVERSATION SO THAT WE CAN MAKE SURE WE'RE FULLY CONNECTING OUR STATE INCLUDING THE WEST AND EAST LINK AS WELL.

I APPRECIATE THE OPPORTUNITY TO SPEAK.

I HAVE RUN OVER MY TIME, I APPRECIATE THE PATIENCE OF JUST HEARING ME TALK ABOUT THAT MY CONSTITUENTS EXPECT.

I HAVE BEEN TALKING TO COMMUNITIES ON THE PLATFORM, GOVERNMENT COUPLE HOURS IN THE MORNING TO TALK ABOUT WHAT THEY'RE PAIN POINTS ARE AROUND.

I HAD A COMMUTER -- I HAD A TRANSIT TO BE HALL LAST MONDAY NIGHT AND NORTH SOUTH RAIL LINE CAME UP THAT IS CRITICALLY IMPORTANT.

SO THAT THEY CAN TAKE THE COMMUTER RAIL TO GET TO THE AIRPORT TO, GET TO WORK AND KEEP MOVING ABOUT THE STATE.

THANK YOU VERY MUCH.

[ APPLAUSE ]

>> THANK YOU, REPRESENTATIVE.

>> I JUST WANTED TO SAY THAT I HAVE THE TOWNS AND CITIES THAT THE REPRESENTATIVE HAS IN MY DISTRICT.

TO IDENTIFY MYSELF, I'M -- ELECTED GOVERNOR'S COUNCIL THERE ARE 800,000 PEOPLE THAT LIVE IN MY DISTRICT FROM BACK BAY.

I'M NOT GOING TO TELL YOU ALL OF THE COMPLAINTS THAT I GET FROM MY CONSTITUENTS.

I'VE BEEN REPRESENTING THEM FOR 20 YEARS.

BUT I DO WANT TO SAY THAT I AM VERY FORTUNATE THAT IN MY DISTRICT I HAVE HAD THE BEST PEOPLE REPRESENTING ME ON THIS ISSUE.

GOVERNOR DUKAKIS HAS NEVER GIVEN UP ON THIS.

AND JOHN TAHJ ALSO MY

REPRESENTATIVE ELDRIDGE.  
I'M NOT GOING OVER EVERYTHING  
THAT YOU HAVE HEARD.  
ALL I CAN SAY THERE'S NOT ONE  
WORD THAT I CAN ADD TO THE WORK  
AND THE WORDS OF THE PEOPLE THAT  
HAVE BEEN INVOLVED IN THIS FOR  
YEARS.

I THANK ALL THE PANEL CYST AND I  
THANK COUNCILOR GOSH AND  
COUNCILOR WU AND YOUR  
TRANSPORTATION COMMITTEE.  
WE NEED YOUR HELP.

THAT HAS BEEN GOING ON FOR  
DECADES AND THE NEED IS  
INCREASING.

ALL I WANT TO SAY IS,  
MASSACHUSETTS RANKS 47th IN  
THE NATION FOR LONGEST COMMUTE  
TIMES AND 4nd IN THE NATION  
FOR TRANSPORTATION  
INFRASTRUCTURE QUALITY.

I THINK IT'S TIME WE DID  
SOMETHING.

WE NEED YOUR HELP AND I THANK  
YOU ALL FOR THIS OPPORTUNITY.

[ APPLAUSE ]

>> THANK YOU VERY MUCH.

THANK TO YOU MY COLLEAGUES WE'LL  
RESUME QUESTIONS FOR THE PANEL  
STARTING WITH COUNCILOR FLYNN.

>> THANK YOU, COUNCILOR WU, I'D  
LIKE TO MAKE THIS -- I'D LIKE TO  
ASK THE QUESTION TO ANY OF THE  
PANELIST, IS THAT WOULD LIKE TO  
ABS.

I KNOW JOHN FROM THE SIERRA CLUB  
MENTIONED THE RECENT STUDY ON  
AIR QUALITY IN CHINATOWN THAT  
WAS RECENTLY DONE.

THERE WAS A PRESS CONFERENCE  
LAST MONTH, I ATTENDED IT WITH  
COUNCILOR WU AND ENVIRONMENTAL  
CHIEF CHRIS COOK AS WELL FROM  
THE MAYOR'S OFFICE.

IT BASICALLY SAID CHINATOWN HAS  
THE WORST AIR QUALITY OF ANY  
NEIGHBORHOOD IN THE STATE.

AND I KNOW THAT HAS -- I KNEW  
THAT BEFORE THE STUDY WAS DONE  
FROM BEING OVER THERE ALL THE  
TIME.

BUT I'M JUST WONDERING MAYBE  
GOVERNOR DUKAKIS, WHAT TYPE OF

IMPACT WOULD THE NORTH-SOUTH  
RAIL HILLARY CLINTON HAVE ON THE  
ENVIRONMENT AND IMPACT  
NEIGHBORHOODS OF CHINATOWN OR  
THE LEATHER DISTRICT, THE SOUTH  
END IS RIGHT NEAR THE SOUTH END.  
SOUTH STATION, SOUTH BOSTON IS  
THERE, SHORE POINT, CAN YOU  
COMMENT ON THAT?

>> IT WOULD BE HUGE.

ADJUST THIS A LITTLE BIT IN HIS  
FOUR PAGER FOR YOU YOU WANT TO  
TAKE A LOOK AT THAT.

BUT I THINK THE 55,000 FIGURE  
NUMBER OF CARS TAKING OFF THE  
ROAD IS REALLY ANCIENT, THERE  
ARE A LOT MORE CARS IN THE CITY.  
I THINK WE'RE TALKING 70-80,000  
CARS OFF THE ROAD THAT IS GOING  
TO HAVE ENORMOUS IMPACT.

SOME NUMBER OF YOUR ANALYSIS.

>> BIG NUMBER IS EVERY SINGLE  
WORK DAY, 118 TONS OF CO2 WILL  
BE TAKEN OUT OF THE AIR, THAT  
HAD BEEN INTRODUCED BY  
AUTOMOBILES.

TO ME THAT'S HUGE.

BEYOND THAT, I MEAN THERE'S A  
LOT OF MINOR THINGS BUT THAT'S A  
BIG ONE.

>> THANK YOU.

ASK JOHN IF HE'S STILL HERE WE  
SHOULD SUBMIT TO YOU A STUDY  
DONE BY SOMEONE NAMED JEREMY  
MARIN SOME WORKING GROUP  
MEETINGS ABOUT ENVIRONMENTAL  
AFFECTS WHICH IS BROADER LOOK,  
BUT IT WOULD BE VERY VALUABLE  
I'LL MAKE SURE YOU FOLKS GET IT.  
JOHN CAN SPEAK TO THIS, PERHAPS,  
BUT IT WAS DONE SEVERAL YEARS  
AGO, IT'S A FANTASTIC, VERY  
HONED IN COMMENTARY ON THE  
ENVIRONMENTAL AFFECTS OF  
NORTH-SOUTH RAIL LINK.

ONE REASON WHY THE SIERRA CLUB,  
ENVIRONMENTAL LEAGUE OF  
MASSACHUSETTS JOINED THE  
ENVIRONMENTAL AFFECTS OF TAKING  
THAT MUCH POLLUTION, GREENHOUSE  
GASSES OUT OF THE AIR.

AT THE SIERRA CLUB, ALSO GAVE  
YOU A LOT OF OTHER STUFF.

I TURNED IN AS YOUR PERSON

NOTED, RESOLUTION SEVERAL YEARS AGO THAT TALKS ABOUT GREENHOUSE GASSES.

YOU FOLKS HAVE THAT AS PART OF THE RECORD.

>> THANK YOU, REPRESENTATIVE. THANK YOU, GOVERNOR.

I GUESS MY FINAL QUESTION, CAN ANYBODY TALK ABOUT THE GOA OWE GRAPHIC AREA OR POTENTIAL ROUTE THAT THE NORTH-SOUTH RAIL LINK WOULD GOING COVERING FROM NORTH STATION TO SOUTH STATION.

IS THERE ANY DESIGNATED OR AREA THAT YOU ARE REALLY FOCUSED ON IN TERMS OF --

>> NO ALIGNMENT, THAT WOULD BE IN THE OFFICIAL PROCESS, OKAY? THAT'S WHY WE WANT TO RESUME THAT PROCESS.

ALTERNATIVE THAT WAS SUGGESTED BY THE STUDY NOW WHICH IS STUDY DICTATED, WE CAN'T TELL, SEE, IT WOULD BE LIKE -- IF WE WERE TALKING TOO MUCH LIKE GIVING ONE TEAM FIVE RUNS BEFORE THE GAME STARTED.

WE HAVE TO DO AND COOPERATE, ALL OF US HAVE TO COOPERATE, IF WE RESUME THAT PROCESS WE'LL ALL BE ALLOWED TO PARTICIPATE AND WE TRUST THAT YOU GUYS AS OFFICIAL CITY COUNCIL BOSTON WOULD PARTICIPATE IN THAT ENVIRONMENTAL REPORT DONE UNDER THE US 'TIS OF THE ENVIRONMENTAL OFFICE OF ECONOMIC, THAT WORD ENVIRONMENTAL AFFAIRS, DOT WHICH CAN PARTICIPATE BUT THAT'S WHERE TO DO THAT, WE CAN'T REJUDGE EXACTLY WHAT TO DO RIGHT NOW.

>> WHO WOULD MAKE -- IF IT DID HAPPEN, WHO WOULD MAKE THE DECISION TO OUTLINE THE ROUTE OF THE NORTH-SOUTH RAIL AND IMPACT OF NEIGHBORHOODS.

WHAT ROLE WOULD THEY HAVE IN WEIGHING IN ON THIS?

>> YOU WANT TO TALK ABOUT THAT?

>> TWO QUICK THINGS, CLAY CAN FOLLOW UP I WANT TO RESPOND TO YOUR ENVIRONMENTAL QUESTION AS WELL.

BECAUSE THE RAIL LINK MAKES

SOUTH STATION EXPANSION  
OBSOLETE, THERE WOULD BE LESS  
IDLING TRAINS, SOUTH STATION  
EXPANSION WOULD WANT TO ADD  
ANOTHER SEVEN TRACKS WHICH MEANS  
SEVEN TRACKS OF MORE IDLING  
TRAINS, IN THAT CIRCLE SECTION.  
THE RAIL LINK WOULD BE ABLE TO  
PUSH ANY TRAIN STORAGE OUT TO, I  
HATE TO SAY LIKE LESS VALUABLE  
LAND BUT AWAY FROM THE CITY AREA  
AND NEW FLEET OF TRAINS, MORE  
ENVIRONMENTALLY FRIENDLY.  
BUT FOR THE MAIN BULK OF IT  
ACTUALLY WOULD MEAN LESS TRAINS  
SITTING, WAITING.

THE OTHER QUESTION ABOUT  
ALIGNMENTS IS WHILE MASS DOT DID  
PICK -- THERE IS PREFERRED  
ALIGNMENT THERE ARE TWO THAT IS  
LOOKED AT.

CONGRESS STREETS AND ARTERY.  
CONGRESS STREET AS CLAY WAS  
TELLING YOU SHORTER, MIGHT BE  
CHEAPER IN THE LONG RUN.  
SO THOSE ARE TWO PATHS TO BUILD  
THIS.

THEY HAVE BEEN TALKED ABOUT IN  
THE PAST BUT I WANT TO COVER  
BOTH ENVIRONMENTAL AND THAT.  
>> AND ANOTHER STILL SMALL POINT  
FOR THE MOST PART THE ABOVE  
GROUND IMPACTS AS TALKED ABOUT  
WOULD BE LIMITED TO THAT BOX  
AREA WHERE YOU'RE MAKING  
RECTANGULAR AND LOWERING THE  
MACHINE IN THERE.

NEIGHBORHOODS LIKE -- CHINATOWN  
IS RIGHT NEXT TO SOUTH STATION,  
THE TUNNEL BORING MACHINE WOULD  
BE WELL UNDERGROUND AT THAT  
POINT.

MOST LIKELY LOCATION FOR THOSE  
LAUNCH BOXES ANYWAY WOULD BE  
AREAS WHERE THERE'S ALREADY RAIL  
AND INDUSTRIAL USES ALREADY  
THERE.

IT WOULD COME OUT LIKE IT WOULD  
START AROUND BACK BAY IN THAT  
HIGHWAY AREA OR WHEN IT CIRCLES  
THEN WOULD COME OUT NORTH OF  
NORTH STATION IN THE AREA WHERE  
THERE'S ALREADY RAIL YARDS.

>> JOE COVERED IT MOST.

THE TWO MAIN CORRIDORS ARE UNDER THE CENTRAL ARTERY WHICH IS EASY BECAUSE LOT FEWER THINGS TO AVOID.

CONGRESS STREET IS VERY NARROW SO WHAT THEY HAVE LOOKED AT, TWO PARALLEL, SIDE BY SIDE TUNNELS THEY ARE ON TOP OF EACH OTHER TO FIT THROUGH THE CORRIDOR.

A LITTLE MORE ENGINEERING. PROBABLY A LITTLE MORE DIFFICULT.

BUT IT IS A SHORTER ROUTE.

ONE OF THE PROBLEMS WITH THE STUDY, 4% OF THE STUDY WAS USED TO LOOK AT BENEFITS.

AND TAKE AN ALTERNATIVE YOU REALLY NEED A NARROWLY THOROUGH AND BALANCED COST BENEFIT APPROACH.

>> THANK YOU TO THE PANELISTS FOR TAKING MY QUESTION.

THANK YOU FOR YOUR WORK FOR BEING HERE TONIGHT.

>> THANK YOU, COUNCILOR FLYNN. COUNCILOR BAKER.

>> THANK YOU, MADAM CHAIR.

MAYBE THIS IS FOR YOU WHEN YOU TALK ABOUT GETTING BACK TO THE PROCESS IS THAT THE 10 MILLION THAT ENVIRONMENTAL IMPACT STUDY THAT THE SENATOR WAS TALKING ABOUT EARLIER.

TEN MILLION TO RESUME ENVIRONMENTAL -- ENVIRONMENTAL PROCESS.

THEY DID TWO MILLION WHICH IS THE FIRST PART OF THE PROCESS.

>> TWO MILLION WAS BASICALLY FOR ILLEGITIMATELY BY THE STATE AND DIDN'T GET SENT TO THE ENVIRONMENTAL OFFICE WHERE IT SHOULD HAVE GONE.

TECH MILLION WAS, WE QUITE FRANKLY ARE ASKING FEDERAL GOVERNMENT THROUGH CONGRESS, TALKED ABOUT -- TALKING TO EACH OTHER I TALKED TO NEIL'S STAFF.

THEY REQUEST 60 MILLION.

THAT'S A SMALL AMOUNT.

SOUTH STATION EXPANSION BY THE WAY -- 60 MILLION FOR ANOTHER IMPACT STUDY FROM --

>> TO COMPLETE THE ENVIRONMENTAL

DOCUMENTS WHICH IS REASONABLE.  
BECAUSE SOUTH STATION EXPANSION  
PROJECT THAT IS NOT A GOOD  
PROJECT IS NOT GOING TO EVER  
HAPPEN.

>> THAT WAS OVER 42.

>> IS IT -- DOES IT NEED TO BE  
HANDLED LEGISLATIVELY?  
IS THIS AN ISSUE WHERE, DO  
LEGISLATORS OR MAYBE YOU CAN  
ANSWER THAT OR WHOEVER, IS  
LEGISLATURE LOOKING AT THIS AS  
MAYBE A BOSTON BENEFIT, DO WE  
NOT HAVE LEGISLATURE ON BOARD?

>> THEY ARE -- THEY APPROPRIATE  
IN THE CAPITAL BOND TEN MILLION.  
THEY'RE ON BOARD.

BUT 110 LEGISLATORS AS WE TALK.  
25 SENATORS ON NORTH SOUTH.  
THAT WAS 68 IN MAY NOW THERE'S 1  
110.

UNANIMOUSLY PASSED THE TEN  
MILLION I GIVE CREDIT TO JAMIE  
ELDRIDGE.

THE IDEA CAME TO US THROUGH MIKE  
DUKAKIS AND MYSELF.

HE'S HOUSE CHAIR OF THE BONDING  
COMMITTEE.

THE SPEAKER IS IN THE NORTH  
SOUTH WORKING GROUP.

>> THIS STUDY GETS US TO A POINT  
WHERE NOW THE STATE IS ON BOARD.

THE GOVERNOR, WHEN WE SAY THE  
STATE, THE STATE TO ME --

>> STATE LEGISLATURE.

>> AND GOVERNOR.

WE NEED BOTH OF THOSE BODIES ON  
BOARD TO GET THIS PACKAGE  
TOGETHER THEN BRING IT  
FEDERALLY.

>> THE STATE LEGISLATURE HAS  
DONE ALL THEY NEED TO DO THEY  
GAVE THE TEN MILLION.

WE'RE LOOKING FOR SUPPLEMENTAL  
FUNDS FROM THE FEDS.

WE WANT THE GOVERNOR TO ASK FOR  
THEM BUT IF HE DOESN'T WE WANT  
THE CONGRESSMAN.

AFTER ALL REPRESENTATIVE NEIL IS  
CHAIRMAN OF WAYS AND MEANS,  
WE'RE LUCKY IN MASSACHUSETTS.

>> DO WE HAVE ANY ONE ON THE  
TRANSPORTATION.

>> WE DO.

AND CONGRESSMAN FROM SOUTH BOSTON.

>> LYNCH ON TRANSPORTATION.

>> WE NEED YOU TO SIT DOWN WITH THE CONGRESSMAN FROM SOUTH BOSTON.

>> WELL THAT'S MAYBE -- WHAT CAN I DO PERSONALLY --

>> YOU TALK ABOUT AFTER THE HEARING, TOO.

>> BECAUSE WHATEVER COST IS, IF IT'S 5 BILL WHATEVER IT'S STILL QUITE A LARGE COST.

THERE'S A POLITICAL --

>> WE'RE NOT GOING TO KNOW WHAT IT IS RIGHT AWAY.

>> WHO IS GOING TO DO THE WORK POLITICALLY.

>> 50% ELIGIBLE FOR FEDERAL.

>> RIGHT.

IT'S A NATIONAL -- NOT A LOCAL

--

>> YOU HEARD FROM CLAY ABOUT VALUE ADDED RETURN AS WELL.

>> WE WILL NEED YOUR CONSTANT PRESSURE ON THE FOLKS THAT ARE DOING THAT ENVIRONMENTAL ANALYSIS IF IN POINT IN FACT WE GET IT.

PEOPLE ARE TALKING TO ME ABOUT FIVE YEARS, WHAT ARE THEY TALKING ABOUT FOR GOD SAKE? I FEEL LIKE -- MY MOTHER LIVED UNTIL SHE WAS 100.

BUT FIVE YEARS TO ANALYZE THIS THING?

IT'S GOING TO -- YOU FOLKS, I CAN'T EMPHASIZE THE IMPORTANCE OF CONSTANT PRESSURE BY YOU ON THE PROCESS.

AND BY THE WAY, I HOPE YOU HAVE A CONVERSATION WITH THE CONGRESSMAN FROM SOUTH BOSTON.

>> AND WITH THE MAYOR.

>> AND THE MAYOR.

>> WHEN IT BREAKS DOWN, 50% WOULD BE FED THEN THE OTHER 50% IS STATE TRANSPORTATION.

>> VARIOUS FINANCING MECHANISMS. AS CLAY SAID THERE'S MANY OTHER

--

>> AS CITY OF BOSTON IF WHOEVER IS THE -- WHEN I SAY WHEN THIS HAPPENS BECAUSE I BELIEVE IT'S

SOMETHING THAT IF WE'RE GOING TO BE SERIOUS ABOUT TRANSPORTATION, THEN WE NEED TO MAKE SURE THAT THIS HAPPENS.

THE EFFICIENCY LIKE WHEN YOU THINK ABOUT IT, JUST THE EFFICIENCIES IN NOT HAVE TURN AROUND AT THE END, I WAS ON AMTRAK FOR A LITTLE WHILE.

I KNOW A LITTLE BIT ABOUT TRAIN MOVEMENT, MY FATHER WAS -- MY FATHER BASICALLY I WAS FIFTH GENERATION RAILROAD WHEN I GOT TO THE RAILROAD.

BUT THAT BEING SAID YOU CAN SEE THE EFFICIENCY IN THIS.

WHOEVER IS THE MAYOR OF THE CITY OF BOSTON, WHAT IS GOING TO ENTICE THEM TO WANT TO PUT THAT PERSON TO PUT UP SO MUCH TOWARDS THIS WHEN THEY MAY LOOK AT IT AS WE'RE NOT ON THE HOOK, CITY OF BOSTON.

BECAUSE WE PAY INTO THE STATE TRANSPORTATION ALREADY.

>> LET ME SAY THIS, ONE ADVANTAGE OF THE LOCAL TRANSIT PROJECT IS THAT WE CAN GET SUPPORT FROM OTHER STATES.

WE HAVE CONGRESSMAN FROM CONNECTICUT, TWO FROM NEW HAMPSHIRE, ONE FROM MAINE, LIEUTENANT GOVERNOR, WE HAVE --

>> THAT IS NOT IN --

>> THAT IS ANOTHER THING.

WHERE WE HAVE SUPPORT FROM MAINE, NEW HAMPSHIRE, VERMONT, IS THERE AN OPPORTUNITY TO TACK ON TO THEIR TRANSPORTATION, FEDERAL TRANSPORTATION MONEY?

>> WELL THIS WOULD HAVE TO A DISCUSSION WHEN IT GETS TO THAT LEVEL.

>> CERTAINLY HAVING THEIR SUPPORT MAKES THE POSSIBILITY OF MORE FEDERAL FUNDING.

>> BECAUSE AT THE END OF THE DAY IT ALL COMES BACK TO POLITICS HOW -- AND WHO IS TALKING TO WHO AND HOW DO WE GET -- BIG DIG HAPPENED BECAUSE THE PEOPLE THAT WE HAD WORKING WERE SERIOUS ABOUT WHAT THEY WERE DOING. WORKING IN WASHINGTON BEHIND THE

POLITICS.

>> I THINK THE ANSWER TO YOUR QUESTION ABOUT WHY SHOULD THE CITY CARE.

I THINK --

>> I KNOW WHY THE CITY CAN CARE.

>> THE POLITICAL WILL MAKE IT HAPPEN IS AGAIN THE CLIMATE CHANGE IMPACT AS WE TALK ABOUT SIGNIFICANT PARTS OF THE CITY BEING POSSIBLY UNDER WATER BY STORM SURGES.

AND HEALTH IMPACTS IN CHINATOWN, SOUTH BOSTON, DORCHESTER, OTHER NEIGHBORHOODS.

AS WELL AS THE TRAFFIC.

I THINK WHERE YOU LOOK AT THE MOST RECENT STUDY THAT SHOW UP TO 30% OF PEOPLE HAVE CONSIDERED LEAVING THE BOSTON METRO REGION BECAUSE OF THE TRAFFIC, I THINK WE ARE GETTING CLOSE TO THAT BREAKING POINT BETWEEN HOUSING COSTS AND TRANSPORTATION TIME AND COST THAT FOLKS ARE THINKING ABOUT LEAVING.

I THINK AGAIN THE POSSIBLE FUNDING SOURCE AGAIN, CREATING WHOLE NEW NEIGHBORHOODS AND WITH THAT CIRCLE, IN READVILLE.

SOME OF THE THINGS THAT ARE IN THE CITY'S OWN HOUSING PLAN ABOUT WHERE NEW NEIGHBORHOODS ARE GOING TO GO ARE AREAS THAT WOULD BE SWAMPED BY LAYOVER YARDS IF WE EXPAND SOUTH STATION.

THAT'S WHAT YOU START TO LOOK AT.

YOU LOOK AT AREAS RIGHT NOW ARE

--

>> THAT WOULD BE A BIG -- THAT WOULD BE CITY OF BOSTON RIGHT THERE IF WE ARE USING AS A TURN-AROUND YARD THAT'S NO BENEFIT.

>> NO BENEFIT.

NO TAX REVENUE.

NOW YOU'RE TALKING WHOLE NEW AREAS THAT YOU CAN LEVERAGE FOR AFFORDABLE HOUSING, FOR TAX REVENUE, FOR RECREATIONAL SPACE. ALL OF THAT.

I THINK AS WELL IF YOU HAD A

TRAIN -- TRAINS COMING EVERY 15 MINUTES OR EVEN SMALLER FREQUENCIES COMING FROM JFK OR FOREST HILLS BECAUSE OF ALL THE LINES MEETING THERE, ALL OF A SUDDEN YOU HAVE AN EXPRESS TRAIN THERE.

NOW IF YOU LIVE ANYWHERE SOUTH OF FOREST HILLS OR ANYWHERE IN THE VICINITY OF JFK YOU ARE HOPPING ON TO THE NEW REGIONAL RAIL AND FREEING UP CAPACITY ON THE -- THAT'S GOING TO DO MORE FOR ADDING CAPACITY AND ADDING RESILIENCE TO OUR NETWORKS THAN JUST ABOUT ANY OTHER PROJECT.

>> INTERESTING.

THANK YOU VERY MUCH.

I'M GOOD, MADAM CHAIR.

>> THANK YOU, COUNCILOR BAKER.  
COUNCILOR ESSAIBI-GEORGE.

>> THANK YOU.

WHAT I WANT TO BE HOPEFULLY QUICK BECAUSE I KNOW WE HAVE MORE PUBLIC TESTIMONY BEFORE US.

IF ALL OF THIS IS APPROVED, THE STUDIES ARE DONE, THE PREEMPTIVE WORK IS DONE, WHAT IS THE TIMELINE ON CONSTRUCTION?

BECAUSE WHEN WE THINK ABOUT WHAT IS THE SALES PITCH.

FROM THE DAY WE BREAK GROUND AND WE'RE ALL THERE TAKING A PICTURE TO THE FIRST TIME THE LINK IS USED, WHAT IS THAT TIMELINE?

>> IT ALL DEPENDS ON WHO IS SUPERVISING CONSTRUCTION, I CAN'T EMPHASIZE THAT ENOUGH.

>> SO YOUR PICK, GOVERNOR, IS SUPERVISING CONSTRUCTION, THAT IS THE TIMELINE LOOK LIKE?

>> WE LOOKED AT IT.

THE MASS DOT STUDY LOOKED AT IT, MID POINT EVER CONSTRUCTION OF '28.

IT COULD BE MOVED UP TO ABOUT 2022.

SO THE PROJECT WOULD BE COMPLETE SAY IN THE LATE 2020s.

>> SO AN EIGHT-YEAR PROJECT?

>> EIGHT YEARS.

>> THAT RADICALLY CHANGES ALL THE COST.

EVERY YEAR WE USED TO HAVE --

MID POINT, WE CHANGE, ADD A YEAR  
TWO, YEARS, MORE COSTS.

>> WE KNOW THAT FOR SURE.

WHERE WE TALK A LOT ABOUT THE  
LONG ISLAND BRIDGE THAT'S VERY  
REAL.

>> THE 2028 EXPLANATION IS 40%  
OF THE COST.

IF YOU MOVE IT TO UP TO 2022  
THAT MAKES IT ONLY 15% FOR  
INFLATION.

IT'S DIFFERENT.

AGAIN, THAT GETS INTO THE  
CONFUSION OVER THE DIFFERENT  
COST FIGURES THAT HAVE BEEN SENT  
OUT THERE.

TALKING CURRENT DOLLARS, SO NO  
ONE IS CONFUSED.

>> SAM AND I HAVE -- IF I MAY  
INTERRUPT.

ONE SUGGESTION.

I'D LOVE TO SEE YOU AS A BODY  
ASK THE GOVERNOR FOR A MEETING  
ON THIS ISSUE.

YOU AND THE GOVERNOR.

[ APPLAUSE ]

>> I HAVE ASKED THE GOVERNOR FOR  
OTHER MEETINGS WITH NOT GREAT  
AFFECT.

THE T HAS DECLINED TO COME TO  
MEETINGS THAT WE HAVE BEEN  
TRYING TO HAVE ON THE LOCAL  
SETTLEMENT PAYMENT.

>> DON'T YOU WANT TO MEET HIM IN  
HIS OFFICE AT THE STATE HOUSE,  
JUST A SUGGESTION.

>> CLAY, YOU MENTIONED, MAKE  
SURE I WROTE THIS CORRECTLY, YOU  
MENTIONED THAT A PERCENTAGE OF  
THE FLEET IS ON THE SOUTH SIDE.

>> 62% OF THE FLEET, IF YOU LOOK  
AT THE NUMBER EFFLUENTS THAT  
COME INTO SOUTH STATION VERSUS  
NUMBER OF LINES THAT COME INTO  
NORTH STATION TWO, THIRDS  
ROUGHLY OF THE FLEET AND CARS  
ALL LIVE SOUTH OF CHARLES RIVER.  
AGAIN, THE ENGINE TERMINAL IS  
NORTH THEY ALL HAVE TO GO THERE  
FOR SERVICE.

WHEN THEY HAVE MAJOR SERVICE.  
THAT'S A BIG DEAL.

AGAIN, WE'VE TALKED ABOUT THE  
INS AND OUTS TO THE STATIONS,

THE LAST STUDY WE DID AN EXTENSIVE LOOK AT THAT AND LOOKED AT OPERATIONAL SAVINGS OF \$80 MILLION A YEAR JUST BECAUSE OF THE RUN-THROUGH SERVICE.

>> I CAN ADD ON, I'M A CAMBRIDGE RESIDENT I HEAR THE TRAIN GO BY FEW BLOCKS FROM MY APARTMENT EVERY EVENING AS THEY'RE MOVING EQUIPMENT BACK.

MASS DOT IS GETTING READY TO STRAIGHTEN OUT THE PIKE, ALLSTON, MY UNDERSTANDING, CHAIR HAS DONE A LOT OF WORK ON THIS THAT CONSTRUCTION IS GOING TO CAUSE GRAND JUNCTION TO CLOSE, CORRECT?

WHICH MEANS, COMMUTER RAIL TRAINS WILL HAVE TO GO FROM NORTH STATION AND VICE VERSA THROUGH I THINK WORCESTER TO ACTON ALL THE WAY AROUND GOING TO COST EXTRA HOURS FOR QUICK COMMUTE NOT VERY WELL THOUGHT OUT.

UNFORTUNATELY THAT WILL HAPPEN LOT SOONER THAN THE RAIL LINK CAN.

THESE ARE FEATURE THINGS WE NEED TO LOOK AT.

IF ANYTHING HAS TO HAPPEN TO THE GRAND JUNCTION IN THE FUTURE WITH RAIL LINK IN PLACE, THE TRAINS DON'T HAVE TO GO ALL THE WAY AROUND TO WORCESTER, THEY JUST GO THROUGH.

IT'S WHAT'S GOING ON CURRENTLY AS BIG ISSUE WITH THE GRAND JUNCTION.

>> ONE OF THE WORST ASPECTS OF THE SOUTH STATION EXPANSION PROPOSAL WHICH THE SIERRA CLUB HAS CRITICIZED NUMEROUS TIMES IS THE CREATION OF THREE LAYOVER YARDS, THIS IS SANDWICHED BETWEEN SOUTH BOSTON, ROXBURY AND DOWNTOWN.

AND THERE WILL BE TWO MORE LAYOVER YARDS, ONE OF THEM WOULD BE IN ALLSTON WHERE I-90 INTERCHANGE IS NOW.

THE THIRD ONE WOULD BE IN READVILLE IN HYDE PARK.

THESE LAYOVER YARDS WOULD HAVE

TRAINS IDLING DAY AND NIGHT,  
SOMETIMES DURING COLD WEATHER  
THEY WOULD HAVE TO IDLE ALL  
NIGHT.

SO THE PEOPLE WHO LIVE IN THESE  
CONGESTED URBAN NEIGHBORHOODS  
WOULD NOT ONLY HAVE TO DEAL WITH  
THE FUMES AND PARTICULATES EVER  
THOSE DIESEL ENGINES, BUT THEY  
WOULD HAVE TO DEAL WITH THE  
NOISE.

WHEREAS IF YOU HAD THE RAIL LINK  
AND ELECTRIFIED, THE TRAINS  
COULD BE SAFELY STORED MUCH LESS  
OBTRUSIVELY OUT -- FURTHER OUT  
FROM THE CITY AWAY FROM WHERE  
LOTS OF PEOPLE LIVE.

AND I THINK THAT IS A VERY VITAL  
ASPECT THAT NEEDS TO BE  
DISCUSSED.

BUT WHAT THE COMMONWEALTH IS  
PROPOSING IS BASICALLY IN THE  
SOUTH STATION EXPANSION  
AGGRAVATING AND ENVIRONMENTAL  
DISASTER THAT ALREADY EXISTS.

>> ANOTHER THING NOT MENTIONED A  
LOT OF TALK ABOUT ELECT  
TRIFICATION OF THE ENTIRE  
SYSTEM.

THAT IS SOMETHING THAT WON'T BE  
DONE OVERNIGHT.

I THINK THEY RECOGNIZE THAT FOR  
A WHILE THEY HAVE TO BE DUAL  
MODE LOCOMOTIVES.

ALSO TALKING ABOUT DUAL MODE,  
NOT THAT UNITS, LIKE SUBWAY  
TRAINS.

SO THOSE WOULD BE -- WOULD BE  
ONE MODE THAT WOULD ELECTRIFY  
PART OF THE SYSTEM.

THE TOWN ITSELF WOULD HAVE TO BE  
RECTIFIED SO YOU HAVE TO HAVE  
MORE DUAL LOCOMOTIVES TO START  
USING RIGHT AWAY.

AMTRAK CAN USE IT RIGHT AWAY AS  
IT'S ALREADY ELECTRIFIED.

ONE THING I WANT TO EMPHASIZE IS  
THE DUAL MODES, THE OTHER ONE  
THEY KEEP TALKING ABOUT IS  
DIESEL.

ONE SHOULD BE ELECTRIC, THE  
OTHER ONE SHOULD BE ANYTHING BUT  
DIESEL.

>> I WANT TO APOLOGIZE BECAUSE I

HAVE ANOTHER COMMITMENT.  
I'M GOING TO LEAVE VERY SKILLED  
LEADERSHIP OF THE SPONSOR TO  
MAKE OUR WAY THROUGH PUBLIC  
TESTIMONY.

JUST WAY THROUGH  
PUBLIC TESTIMONY.

I WANT TO SAY I SUPPORT THE  
SPONSOR'S WORK ON THIS AND THE  
WORKING GROUP.

I WANT TO THANK YOU ALL FOR  
COMING.

AGAIN I CAN NOT STAY FOR ALL  
PUBLIC TESTIMONY.

>> THANK YOU.

>> THANK YOU, CHAIRMAN WU, FOR  
YOUR LEADERSHIP ON.

THE PANEL IS WELCOME TO SIT HERE  
DURING PUBLIC TESTIMONY.

IT'S UP TO YOU.

AS I CALL UP THE NEXT  
INDIVIDUALS FOR PUBLIC  
TESTIMONY.

REMINDE YOU TO BE AWARE OF THE  
TIME THAT YOU SPEND DURING THE  
TESTIMONY.

NEXT WE HAVE UP, AGAIN YOU CAN  
USE BOTH MICRO PHONES.

I WILL CALL A FEW PEOPLE UP TO  
BE CUED.

>> DAVID, WE'RE READ OWE FOR  
YOU.

THANK YOU.

>> WELL, I'M SORRY I'M COMING IN  
AS EVERYONE IS LEAVING.

I'M DAVID COULD OFLIN PART OF  
THE WORKING GROUP FOR THE  
NORTHSOUTH RAIL LINK.

I'M FROM MASSACHUSETS.

I'M NOW LIVING IN WATERTOWN.

I'M HERE TO ADDRESS THE BENEFITS  
FOR THE HOUSING AND EMPLOYMENT  
FOR THE NORTHSOUTH RAIL LINE.

>> IF YOU TAKE A LOOK AROUND  
THERE WAS MORE PEOPLE IN HERE --

>> DAVID, I'M SORRY.

THIS IS DISTRACTING.

THANK YOU.

THANK YOU.

>> I THOUGHT WOULD I GIVE A  
ENTERTAINING SPEECH AT THE  
BEGINNING.

>> AS A FORMER HIGH SCHOOL  
TEACHER AND MOTH MOTHER OF FOUR

TEENAGERS -- THANK YOU.

>> NO PROBLEM.

AS YOU LOOK AROUND I WANT TO ADDRESS THE STAKE HOLDERS IN THIS PROJECT, THOSE THAT WILL BEEN FIT GREATLY.

THOSE ARE THE COLLEGE GRADS, NEW HIRES AND PEOPLE OF LOW INCOME.

I'M HERE TO REPRESENT THE VOICE OF THOSE PEOPLE.

IN THE CITY OF BOSTON WE HAVE A LOT OF HIGH VALUED JOBS.

SOME HAVE TO TRAVEL THROUGH THE CITY TO GET THIS THEM.

IN BOSTON WE HAVE A VERY MOTIVATED WORK FORCE.

WE HAVE A VERY DISCONNECTED TRANSPORTATION SYSTEM TO GET EVERYONE WHERE THEY NEED TO BE.

DIRECT ACCESS IS LIMITED TO THESE JOBS, AND THERE -- OR IT'S NOT EXISTENT.

.BEYOND THIS THERE ARE DELAYS AND TRAFFIC OF BOSTON.

-- 2019 COST OF LIVING WAS PUT OUT COMPARING ALL THE SIT OWES HAD THE WORLD.

BOSTON IS THOU ONE OF THE MOST FIFTY MOST EXPENSIVE CITIES TO LIVE IN.

IT HAS MOVED UP 20 PLACES FROM LAST YEAR.

THAT'S TOO EXPENSIVE FOR THE NEXT FLIGHT OF YOUNG SCHOLARS AND INNOVATORS.

WHERE IS THE AFFORDABLE LIVING.

IT GOES WITHOUT SAYING THE LIVING PRICES ARE WAY OVERPRICED FOR MEAGER CONDITIONS IN BOSTON.

IN CONTINUED STAKE HOLDERS HAVE LIMITED FREEDOM TO WHAT THEY WANT.

THEY HAVE TO CHOOSE BETWEEN PRICE AND LOCATION.

AFFORDABLE LIVING AREAS HAVE LOW ACCESS FOR TRANSPORTATION, DON'T HAVE DIRECT ROUTES TO OPPOSITE SIDES OF THE CITY.

THAT GOES TO SAY WITH LOW INCOME ISSUES, COLLEGE GRADS MOST FACE \$35,000 IN DEBT AND FOR MEDICAL STUDENTS IT'S MUCH HIGHER THAN THAT.

THIS IS ANOTHER PROBLEM WHERE WE  
FACE FARE HIKES, A HUGE INSULT  
AFTER JULY 1st.

NOT ONLY TO SAY THE SERVICE IS  
STILL UNRELIABLE, AND WE'RE  
TRYING TO MAKE THE MOST OUT OF  
IT.

WE'RE DRIVING OUR CARS TO WORK  
BECAUSE WE CAN DEPEND ON  
OURSELVES TO GET THERE ON TIME  
AND TAKING AUBER AND LYFT.  
AS A RESPONSE WE'RE BLAMED FOR  
BEING LATE TO WORK.

THE CITIES BLAME UP FOR THE  
CONGESTION ON OUR STREETS AND WE  
CONTRIBUTE TO THE RISING LEVEL  
OF OMISSIONS.

THE TRUTH OF THE MATTER IS WE  
WANT TO GET TO WORK ON TIME.  
WE WILL DO ANYTHING WE CAN TO  
GET TO WORK.

IT SEEMS THE CITY'S SOLUTION NOW  
IS TO RAISE TAXES.

HOW DOES THAT FIX THE PROBLEM?  
I CAN SAY IT DOESN'T.

IT MAKES US MORE ANGRY.

DOESN'T PUSH US TO USE PUBLIC  
TRANSPORTATION SYSTEM.

WITH THE NORTHSOUTH RAIL LINK  
IT'S NOT ONLY A LINK BETWEEN  
NORTH AND SOUTH STATION BUT IT  
CONNECTION US AND THE A JOINING  
COMMUNITIES SURROUNDING GREATER  
BOSTON.

PEOPLE HAVE DIRECT ACCESS TO  
THEIR JOBS, MORE COMFORTABLE  
LIVING -RG THAT IS LESS  
EXPENSIVE THEN THE PRICES WE  
FACE NOW.

I WISH THE PANEL WAS STILL HERE  
BUT THE DELAYS --  
>> SOME ARE HERE.

>> SORRY.

THIS IS A GREAT EXAMPLE HE HAS  
PUT 20 YEARS INTO THIS PROJECT.  
I'M 22.

ALRIGHT SO JUST TO SHOW THE AGE  
OF HOW LONG THIS PROJECT HAS  
BEEN PUT OFF AND IT'S STILL NOT  
BEING DONE.

YET THE MTBA TELLS US THIS IS A  
BAD PROJECT.

REFERRING THIS AS THE NEXT BIG  
DIG.

WHEN YOU CALL IT THE BIG DIG  
YOU'RE DISCOURAGING PEOPLE THAT  
WE DON'T NEED THE PROJECT, WE DO  
NEED IT WE HAVE PROJECTS HIKE  
THE SOUTH STATION EXPANSION.  
IN THE STATE AIL PLAN THERE IS  
NOTHING ON THE NORTH SOUTH RAIL  
HRUFRPBG.

THUNK ABOUT THE BENEFITS FOR  
THIS, THE BENEFITS FOR MY  
GENERATION, AND STOP LOOKING AT  
THE COST BUT THE OVER ALL VALUE  
OF THE PROJECT.

THIS REGION NEEDS THIS RAIL  
SYSTEM.

MY CLOSING REMARKS IS THIS.  
AS CITIZENS OF BOSTON WE HAVE  
TWO OPTIONS.

DIG THE TUNNEL BETWEEN NORTH AND  
SOUTH STATION OR WE CAN CONTINUE  
DIGGING A HOLE THAT PUTS THE  
CITY DEEPER AND DEEPER INTO THE  
GROUND.

WHICH IS MAKING IT THAT MUCH  
HARDER TO CHIME OUT OF THIS  
PITFALL.

WE, MY GENERATION, IS THE ONE  
THAT HAS TO LIVE WITH THE  
DECISIONS YOU ALL MAKE.

I REALLY APPRECIATE EVERYONE  
LISTENING, AND I HOPE EVERYONE  
HAS A NICE DAY.

[ APPLAUSE ]

>> DID YOU, DAVID.

>> HI, I'M ROBERT.

I LIVE IN .

I'M A PROFESSOR OF ECONOMICS AT  
MIDDLESEX COLLEGE IN BEDFORD AND  
LOWELL.

AS ONE FACES THE SITUATION OF  
GETTING THAT BOSTON, I DON'T  
COMMUTE.

I COME IN PERIODICALLY FOR  
MEETINGS AND CONFERENCES AND  
THIS EVENT AND TOURISM.

YOU HAVE A LESSER OF TWO EVILS.  
YOU HAVE THE TRAFFIC NIGHTMARE,  
TRAFFIC AND PARKING NIGHTMARE OR  
THE PUBLIC TRANSPORTATION  
NIGHTMARE.

I LIKE THE COUNCIL, I WONDER IF  
THE COUNCIL HAS THOUGHT ABOUT AS  
EVEN THE BEST CASE SCENARIO THIS  
SOUNDED LIKE EIGHT TO TEN YEARS.

BEFORE THE FIRST PEOPLE GET ON  
THE NEW TH-GT SOUTH RAIL LINK.  
WHAT WILL HAPPEN IN THAT TIME TO  
AUTOMOBILES AND CARS.  
THE GOOD NEWS IS AS CARS GET  
MORE ASK MORE ELECTRIFIED THAT  
WILL HELP GREATLY WITH THE  
POLLUTION ISSUES.  
SOME OF THE THINGS THAT PEOPLE  
TALKED ABOUT.  
IT WILL HAPPEN FASTER THAN  
PEOPLE THINK.  
THE OTHER IS THE AUTOMATION ASK  
THE SELF DRIVING.  
HOW THAT WILL AFFECT PEOPLES  
DECISION ABOUT WHETHER TO DRIVE  
IN OR TAKE THE T.  
SO THE TWO SYSTEMS ARE COMPETING  
WITH EACH OTHER  
IF THE, THE PUBLIC  
TRANSPORTATION CONTINUES TO  
DETERIORATE WITHOUT THE NORTH  
SOUTH RAIL LINK THEY WILL TURN  
TO CARS.  
AUTOMATION AND SELF DRIVING  
CARS.  
WE WILL HAVE THIS WITHIN A  
COUPLE OF YEARS.  
THE RIDE SHARING SERVICES, YOU  
KNOW, THEY WILL V YOU KNOW THE  
ROBO TAXIS.  
SO, PEOPLE, IT WILL BE MORE ASK  
MORE CONVENIENT FOR PEOPLE TO  
USE THESE THUPGZ AND TURN MORE  
TO CARS.  
THEN THERE IS THE NIGHTMARE  
SCENARIO WHERE PEOPLE DRIVE IN.  
GET OUT OF THE CAR AND SEND  
THEIR CAR CIRCLING AROUND  
LOOKING FOR A PARKING SPACE.  
YOU CAN HAVE TRAFFIC JUST GET  
WORST AND WORST AND WORST WITH  
AUTOMATED SELF DRIVING CARS.  
I HOPE WILL COUNCIL THINKS ABOUT  
THIS AS THEY PUT THIS  
TRANSPORTATION PICTURE TOGETHER.  
THE OTHER THING IS IF PEOPLE  
DON'T HAVE TO PAY ATTENTION TO  
DRIVING THEY CAN SIT IN THE CAR  
AND IT'S ESSENTIALLY A OFFICE ON  
WHEELS.  
THERE ARE ALL KINDS OF THINGS TO  
THINK ABOUT.  
I HOPE YOU'RE TAKING INTO

CONSIDERATION.

YOU NEED TO GET ON WITH THE PROJECT.

IT'S A, IT'S A DAMAGE I BELIEVE PROJECT.

THERE IS SO MUCH MORE THAT NEEDS TO BE DONE WITH INFRASTRUCTURE. YOU REALLY, AS PEOPLE HAVE SAID YOU HAVE TO DEMONSTRATE THIS CAN BE DONE SUCCESSFUL HEE.

YOU HAVE ALL OF THESE OTHER THINGS TO BE DONE IN THE COMING YEARS.

INCLUDING CLOY MAT CHANGE ADAPTATION.

>> THANK YOU, ROBERT, VERY MUCH. WE HAVE MARCY NEXT AND PAUL ROGERS.

>> I DON'T KNOW ANYBODY WHO THINKS THE WORD STUB IS AN ATTRACTIVE WORD.

I'M VERY MUCH A BELIEVER IN WORDS, WORDS HAVE MEANING.

JUST THINKING ABOUT STUB.

WHO WANTS A STUB.

MY NAME IS MARCY M. I AM SOMEONE WHO HAS WORKED AT THE CROSSROADS OF MONEY, POW SKPERT PUBLIC INTEREST FOR THE PAST 36 YEARS.

40 YEARS AGO THIS MONTH I WALKED INTO THE SUPER UNTENDENT'S OFFICE WITH BOB WOOD DURING THE HAYDAY OF THE BOSTON SCHOOL DESEGREGATION CASE.

THE CITY THEN WAS DIVIDED BY ISSUES OF RACE AND SCHOOLING. FOR THE NEXT TWO YEARS I WORKED ON THE REMEDIAL PHASE OF THE CASE WHICH MEANT THE FIX IT PHASE.

I SITE THAT BECAUSE I THINK IT'S IMPORTANT TO ACKNOWLEDGE A MISSING PARTNER IN THIS LARGER PICTURE.

WHICH IS NOT JUST THE EXECUTIVE BRANCH.

IT'S NOT JUST THE POLITICAL BRANCH.

IT'S THE JUDICIARY.

GOVERNOR DUKAKIS TALKED ABOUT THE BOSTON HARBOR CLEAN UP. THE FACT IT CAME IN ON BUDGET ON TIME.

THERE IS A REASON FOR.

THAT BOSTON HARBOR CLEAN UP WAS  
PRESIDED OVER BY A FEDERAL JUDGE  
FOR 40 YEARS, TWO FEDERAL  
JUDGES.

FROM 1985 WHEN THE FIRST ORDER  
WAS ISSUED UNTIL 2016 AUGUST,  
JULY OF 2016, WHEN THE CASE  
CLOSED.

THERE WERE 239 COURT ORDERS THAT  
WERE ISSUED TO ASSURE PEOPLE  
WERE DOING THEIR JOB.

NOW I HAVE DONE A LOT OF WORK  
OVER THE YEARS LOOKING AT HOW  
MIGHT THE PUBLIC INTEREST BE  
SERVED BY ALL BRANCHES OF  
GOVERNMENT AS WELL AS THE  
PRIVATE SECTOR AND THE SO-CALLED  
NON PROFIT SECTOR.

I HAVE TO SAY THAT WHERE AS 45  
YEARS AGO THE CITY WAS BEING  
TORN APART BY RACE AND  
SCHOOLING, AND THE COURTS  
STEPPED IN NOT BECAUSE THEY  
WANTED TO BUT BECAUSE THEY HAD  
TO BECAUSE OF THE FAILURE OF  
LOCAL PUBLIC LEADERSHIP AND  
LOCAL ADMINISTRATIVE CAPACITY.  
45 YEARS LATER THE SITUATION IS  
REVERSED.

THE CITY COUNCIL LOOKS A LOT  
DIFFERENT FROM THE CITY COUNCIL  
I REMEMBER IN 1978.

THE BOSTON SCHOOL COMMITTEE  
LOOKS A LOT DIFFERENT THEN IT  
DID WHEN I WAS WORKING ON THE  
RACE CASE IN 1978.

AT -- AS EXECUTIVE MANAGERS AND  
PUBLIC OFFICIALS THE BOSTON FORM  
OF SELF GOVERNMENT LOOKS AND BE  
HAEUFZ VERY DIFFERENTLY THEN  
BEFORE.

IT'S MORE IN COLLUSIVE AND MORE  
DIVERSE, READY TO TACKLE THE  
DIVIDES THAT FACE THIS GREAT  
CITY.

IN CONTRAST TO 40 YEARS AGO, IT  
IS A STATE, ESPECIALLY THE STATE  
EXECUTIVE BRANCH THAT IS MISSING  
IN ACTION WITH RESPECT TO THE  
NORTH SOUTH RAIL LINK.

YOU HAVE HEARD FROM THE PROFITS.  
THE OLD WHITE GUYS.

THEY'RE PROPHETS AND ARE ABLE TO  
ARTICULATE A VISION THAT MANY

PEOPLE WERE NOT ABLE TO  
ARTICULATE FOR DECADES.  
NOW YOU HEARD FROM DAVID A  
REPRESENTATIVE OF THE YOUNGER  
GENERATION, MANY PEOPLE ARE NOT  
HERE, THEY'RE PROBABLY STUCK IN  
TRAFFIC.

ANOTHER PROPHET WHO SPOKE TO  
BOSTON ALMOST 400 YEARS AGO WAS  
GOVERNOR JOHN WINTHROP.  
IN A SERMON HE GAVE ON THE GOOD  
SHIP ARABELLA ON IT'S WAY TO  
MASSACHUSETTS, WITH THE SECOND  
LARGEST GROUP OF IMMIGRANTS IN  
THE NATION'S HISTORY TO LAND ON  
THESE SHORES AND FORM WHAT WOULD  
THEN BE CALLED THE MASSACHUSETTS  
BAY COLONY.

HE MADE REFERENCE TO THE EYES OF  
THE WORLD ARE UPON US, WE SHALL  
BE A SHINING CITY ON A HILL.  
YOU ARE THE CITY COUNCIL, IN  
CONCERT WITH MEMBERS OF BOSTON  
CITY GOVERNMENT AND OTHER  
LEGISLATORS THAT YOU HEARD HERE  
TODAY ARE IN A POSITION TO  
HELPFUL FILL THAT COVENANCE THAT  
JOHN WINTHROP ISSUED ALMOST 400  
YEARS AGO.

INSTEAD OF WAITING FOR THE  
COURTS TO COME IN AND KICK ASS,  
MAKING THINGS HAPPEN, EXCUSE MY  
FRENCH THIS.

IS A OPPORTUNITY FOR THE COMMON  
GOOD NOT JUST SPEAKING TO A  
TUNNEL BUT TO PWRAEUPBLG ACROSS  
MANY OF THE OTHER DIVIDES THAT  
DIVIDE NOT JUST THE CITY OF  
BOSTON BUT THE REGION AND THE  
ENTIRE NORTHWEST FROM MAINE TO  
MARYLAND TO WASHINGTON.

THANK YOU.

>> THANK YOU, MARCY.

>> THINK IT'S PAUL ROGERS WHO IS  
NEXT.

>> THEN I HAVE MATT.

BERRY BLUESTONE.

BARRY WAS ON THE PANEL.

THANK YOU.

AND I HAVE BENJAMIN P.

>> I WILL BE VERY BRIEF.

>> THANK YOU.

>> THANK YOU FOR ALLOWING ME TO  
SPEAK.

MY BACKGROUND IS THIS I WAS --  
1991 ABLE TO MAINTAIN THE MONEY  
FROM GEORGE BUSH TO ELECTRIFY  
THE NORTHEAST CORRIDOR.  
THAT WAS DONE IN THREE MEETINGS  
OF THE WHITE HOUSE.  
THAT WAS MY INITIAL INVOLVEMENT  
IN THIS AREA.  
THIS PROJECT NEEDS TO HAVE BEEN  
DONE YESTERDAY.  
I THINK IT'S OBVIOUS TO EVERYONE  
IN THIS ROOM AT LEAST.  
WE NEED TO GET INTO THE  
GOVERNOR'S OFFICE ON A REGULAR  
BASIS AND NOT LEAVE UNTIL HE  
AGREES.  
THAT'S WHAT IT WILL TAKE.  
I ENCOURAGE ALL THREE OF US IN  
THIS ROOM TO GO AND SEE THE  
GOVERNOR IN PERSON, BECAUSE THAT  
IS WHAT IT WILL TAKE TO GET THIS  
DONE.  
THANK YOU, VERY MUCH.  
>> THANK YOU, VERY MUCH, JAMES.  
BENJAMIN.  
>> BENJAMIN P.  
[ APPLAUSE ]  
>> LIVE IN JAMAICA PLANES.  
I'M EXECUTIVE CHAIR OF THE  
MASSACHUSETTS CHAPTER OF THE  
SIERRA CLUB.  
I REPRESENT THE DUE PAYING  
MEMBERS OF THE CLUB.  
I WILL BE SHORTED.  
THANK YOU FOR HAVING US.  
I LIKE THE SIERRA CLUB.  
THE ORGANIZATION ADVOCATES FOR  
LONG RANGE CLIMATE CHANGE  
PLANNING AND WE DON'T TAKE OUR  
EYES OFF.  
THE RAIL DOES THAT TOO.  
THIS BENEFITS THE QUALITY OF  
LIFE, MOBILITY AND REGIONAL  
INTEGRATION.  
THE TIME PEOPLE SPEND IN TRAFFIC  
AND WAIT FOR TRAINS CAN EARN  
BACK TO THE RAIL LINK.  
GIVING THE COMMONWEALTH HOURS  
WITH THEIR FAMILY, TO WORK AND  
SAVER THAN IN THEIR CARS.  
THIS SUPPORTS THE IDEA OF THE  
GPI.  
MAYBE WE HAVE HEARD OF IT IT'S  
AN IMPORTANT APPROACH TO

EVALUATING OUR QUALITY OF LIFE  
THAT PROFESSOR BLUESTONE  
DESCRIBED EARLIER.

I GREW UP IN NEW HAMPSHIRE, THE  
MAYOR IS YOU THERE SUPPORTS THIS  
RAIL LINK.

I WENT TO SCHOOL AT UNH DURHAM.  
BOTH COMMUNITIES WOULD BENEFIT  
FROM THE RAIL.

WHEN I WAS AT UNH THERE WAS NO  
RAIL SERVICE.

I REMEMBER A NUMBER OF TIMES  
COMING TO BOSTON AND GOING TO  
PORTLANDMAINE FOR SHOWS.

WE DON'T WANT COLLEGE KIDS  
DRIVING AROUND FOR SHOWS.

IT'S A SAFETY ISSUE TOO, I  
THINK.

MOBILITY IN THE COMMONWEALTH IS  
SEVERELY LIMITED TO WHERE PEOPLE  
CAN LIVE.

THAT CAN'T HAPPEN.

THANK YOU FOR HOSTING THIS AND  
SUPPORTING IT.

>> THANK YOU, VERY MUCH.

BENJAMIN.

[ APPLAUSE ]

>> I HAVE NEXT BILL MALLOY AND  
THEN DAVID H., MAYBE.

MALCOLM.

>> GOOD EVENING MADAM CHAIR AND  
COUNSELOR FLYNN.

I'M BILL MALLOY A WEST END  
RESIDENT.

FIRST OFF I WANT TO SAY I'M VERY  
MUCH IN SUPPORT OF THE NORTH  
SOUTH RAIL LINK.

THAT'S THE ULTIMATE SOLUTION.  
THINK US ALL HERE TONIGHT, YOU  
CAN HEAR THE FRUSTRATION.

WE'RE SICK AND TIRED, WE HAVE  
WAITED A LONG LONG TIME TO REACH  
THIS ULTIMATE SOLUTION.

UNTIL WE GET THE FEDERAL  
GOVERNMENT, THE STATE  
GOVERNMENT, CITY GOVERNMENT N  
SYNC WE WILL BE WAITING.

I JUST WANT TO TOUCH BASE ON A  
INTERIM SOLUTION SO WE HAVE  
SOMETHING RATHER THAN NOTHING  
RIGHT NOW.

I WANT TO I TREE DEUCE SOLAR  
MOBILITY TRANSPORTATION  
NETWORKS.

THERE IS CURRENT LEGISLATION IN THE STATE HOUSE ABOUT IT THAT SENATOR O'CONNOR, IT'S A BIPARTISAN BILL THAT OTHERS HAVE SUPPORTED AS WELL.

THIS IS IF YOU CAN ENVISION.

I WILL DO THIS QUICKLY.

THIS IS SIMILAR TO A MONO RAIL.

THIS IS ABOVE THE GROUND.

PO FEET ABOVE ALL TRAFFIC AND CONGESTION.

THEY ARE PODS THAT CAN MAINTAIN UP TO ABOUT SIX PEOPLE.

ACTUALLY SIX PEOPLE AND TRAVEL BETWEEN 30-40 MILES AN HOUR.

THEY CAN GO BETWEEN NORTH AND SOUTH STATION.

AS A INTERIM SOLUTION UNTIL WE GET TO THE FINAL SOLUTION.

THIS CAN BE BUILT WITHIN A YEAR.

IT DOESN'T REQUIRE ANY CITY OR STATE MONEY.

LET ME REPEAT THAT AGAIN.

IT DOESN'T REQUIRE CITY OR STATE MONEY. IT'S PRIVATELY FUNDED CONSTRUCTION.

IT'S PRIVATELY OPERATED WITHOUT GOVERNMENT SUDDEN SID HE'S.

IT WILL EXCEED 120 PASSENGER PER GALLON.

-- BUSES, TRAINS AND CARS.

IT WILL ALSO GATHER MORE THAN TWO MEGA WATTS OF RENEWABLE ENERGY PER NETWORK MILE A DAY. THAT'S THE AVERAGE.

SO YOU CAN HAVE POWER STATIONS FOR ELECTRIC VEHICLES AND SO FORTH WOULD BE OFFERED.

THE BIG THING FOR THE CITY OF BOSTON AS A INTERIM SOLUTION 5% OF GROSS REVENUES COME BACK TO THE CITY.

IT GOES TO ANY RIGHTS OF WAYS HOLDERS THAT ARE PASSED OVER TO CONSTRUCT THE SYSTEM.

5% OF GROSS REVENUES COME BACK TO THE CITY.

ALSO THE GROAN WAY CONSERVANCY HAS ENDORSED A SOLAR MOBILITY TRANSPORTATION NETWORK TO CONNECT AND GO ALONG THE GREENWAY BETWEEN THE NORTH AND SOUTH RAIL LINK.

I THINK IT'S TIME TO CONSIDER

THIS.  
THINK THE WAIT IS LONG ENOUGH.  
IF WE KEEP WAITING IT'S ANOTHER  
EIGHT TO TEN YEARS, TWENTY  
YEARS.  
WE NEED AT LEAST A INTERIM  
SOLUTION TO SOLVE THIS SOLUTION.  
SO, THANK YOU, I APPRECIATE YOUR  
TIME.  
THANK YOU FOR EVERYONE WAITING.  
>> THANK YOU, VERY MUCH.  
THEN I HAVE LAST ON MY LAST  
ROBERT KEARNES.  
>> THAT'S ALL I HAVE FOR PUBLIC  
TESTIMONY.  
IF ANYONE ELSE WANTS TO TESTIFY  
CAN COME DOWN AFTER.  
>> ROBERT KEARNES FROM THE  
SIERRA CLUB AS WELL.  
I HAVE HELPED ORGANIZE A RALLY  
OUTSIDE.  
THANK YOU FOR COMING.  
GREAT PANEL AND EVERYTHING.  
I HAIL FROM BRAIN TREE, MASS,  
SOUTH SHORE.  
THE RED LINE IS A DISASTER SINCE  
THE DERAILMENT IT'S BEEN REALLY  
BAD.  
THE RAIL LINK WOULD BE AMAZING  
NOT ONLY FOR WORST ON BUT THE  
ROUGE I DON'T KNOW.  
BRAIN TREE WE HAD TWO COMMUTER  
STOPS FOR DOWNTOWN AND NORTH  
SHORE.  
I GOT SOME WRITTEN TESTIMONY  
FROM, WE DID A GOOGLE POLL FROM  
THROUGH OUR SOCIAL MEDIA AND  
THINGS.  
SO THESE ARE JUST TESTIMONY FROM  
PEOPLE AROUND THE COMMONWEALTH.  
I HAVE 15 COPIES FOR YOU ALL.  
THAT'S JUST, IT'S NOT FROM US.  
IT'S WHAT MEMBERS OF THE PUBLIC  
HAVE BEEN SAYING ABOUT THE RAIL  
LINK AND THEIR SUPPORT.  
THANK YOU, SO MUCH.  
>> THANK YOU, ROBERT.  
>> INTRODUCE YOURSELF FOR THE  
RECORD.  
>> B. DANIEL.  
I LIVE IN MED FORD.  
I WORK IN WATER TOWN.  
MY COMMUTE IS BY BICYCLE.  
THIS IS NOT FOR ME DIRECTLY.

WE'RE IN THE HOTTEST SUMMER ON  
RECORD WORLDWIDE RIGHT NOW.  
THE NEXT ONE WILL PROBABLY BE  
HOTTER, KEEP GETTING WORST.  
INDIVIDUAL OCCUPANCY CARS ARE  
THE LEAST EFFICIENT MODE OF  
TRANSPORTATION THERE IS.  
YOU CAN GET A LITTLE BETTER WITH  
ELECTRIC.  
BUT THEY'RE STILL HORRENDOUSLY  
INEFFICIENT.  
CARRYING TWO TONS OF METAL FOR  
ONE PERSON.  
WE NEED TO GET PEOPLE OUT OF  
CARS.  
I HAVE CO WORKERS THAT LIVE ALL  
AROUND THE REGION.  
MOST OF THEM LIVE NEAR A  
COMMUTER RAIL STATION.  
THEY DON'T TAKE IT BECAUSE THE  
RAIL DOESN'T WORK FOR THEM.  
IT DOESN'T RUN AT THE RIGHT  
TIMES.  
IT DOESN'T RUN FREQUENTLY ENOUGH  
TO GET HOME TO PICK UP KIDS FROM  
SCHOOL AT 23:03.  
IF THEY WANT TO STAY IN A BIT  
LATER IT DOESN'T RUN ANYMORE BY  
THEN.  
IT IS NOT A FUNCTIONAL TRANSIT  
SYSTEM.  
HAVING A SYSTEM THAT IS  
EFFICIENT THAT RUNS FREQUENTLY  
ALL DAY WOULD MAKE THAT SYSTEM  
USABLE FOR HUGE NUMBER OF PEOPLE  
THAT NOW STICK TO CARS.  
WE NEED TO DO THAT WE'RE F.  
WE'RE GOING TO SURVIVE THE NEXT  
CENTURY.  
THANK YOU.  
>> THANK YOU.  
>> THANK YOU.  
MY NAME IS TOM CONNERS.  
I LIVE IN WATER TOWN.  
WHAT I THINK, ONE THING, MIKE  
HAS WORKED ON THIS FOR DECADES.  
IT HASN'T MOVED FORWARD AT ALL.  
NOW IS DIFFERENT.  
THERE IS A REAL DIFFERENCE.  
THE CLOY MAT ASK THE ENVIRONMENT  
ARE A BIG PART OF.  
THAT THESE 100° TEMPERATURE  
DAYS, THE LACK OF TREE CANOPY.  
ALL OF THESE DIESEL LOCO

MOTIVES.

THEY'RE JUST IDLING IN YARDS.

IT'S NOT THE FUTURE.

SO WHEN YOU START TO LOOK AT

WHAT IS THE FUTURE IT'S, IT IS

DOING WHAT EUROPE IS DOING,

ELECTRIC T TRAINS THAT COME EVERY

FIVE TO FIFTEEN MINUTES AND RUN

THROUGH THE CITY.

IT'S KIND OF BASIC.

I THINK IT WILL BE VERY

IMPORTANT A LOT OF CITY

EMPLOYEES AND CITY STAFF TO GO

OVER ON FIELD TRIPS AND GO RIGHT

A REPORT.

LOOK WITH YOUR OWN EYES AT HOW

DO THEY DO IT IN OTHER PLACES

AND WHAT CAN WE LEARN FROM THEM.

BECAUSE RIGHT NOW WE ARE JUST

DEPENDING UPON MASS DOT.

WHAT THEY DEMONSTRATED IN THE

REPORT THEY RELEASED LAST WEEK,

THEY'RE NOT BEING A HONEST

BROKER.

THE TRANS PEOPLE ON THE NORTH

SOUTH RAIL HAVE PUT IN A LOT OF

WORK AND CAN BARLEY GET A

MOATING, YOU KNOW.

LIKE THAT, THEY'RE SPENDING

MILLIONS OF DOLLARS ON

CONSULTANTS WHO WRITE DECEPTIVE

AND BASICALLY, THEY'RE NOT BEING

HONEST BROKERS.

SO, IT'S JUST, IT'S VERY SAD.

WE REALLY DO NEED A LEADERSHIP

CHANGE.

WE AS, I THINK THE PEOPLE WE

WOULD LIKE THE WORKERS WOULD

LOVE TO BE BUILDING THESE TRAIN

IMPROVEMENTS AND RIDING ON THEM.

IF WE CAN JUST GET THE GOVERNOR

OUT OF HIS SUV BEING

CHAUFFEURED, WHAT DOES HE KNOW

ABOUT TRAINS.

HE HAS NO AWARENESS.

WE NEED A LOT OF CITY EMPLOYEES

TO GO AND LOOK AT WHAT THESE

REGIONAL RAIL THINGS ARE.

THEN COME BACK AND SAY WHY CAN'T

WE DO.

THAT I THINK WE CAN DO THAT

HERE.

THINK THE TIME IS RIGHT.

ESPECIALLY WITH THE CLIMATE

CHANGE.

WE ALSO NO MORE BUYING DIESEL  
LOCO MOTIVES, DIESEL BUSES.  
IN WATERTOWN THERE ARE ELECTRIC  
STREET CAR BUSES AND TROLLEYS  
FOR OTHER YEARS OR MAYBE 75  
YEARS.

THEY HAVE BEEN HAVING ELECTRIC  
BUSES FOR A LONG TIME.  
SO EVERY NEIGHBORHOOD IS PART OF  
ENVIRONMENTAL JUSTICE.  
THE FACT THAT SO MANY  
DIESEL BUSES.

THE SCHOOL BUSS THAT'S BELCH  
DIESEL DIESEL IS THE WORST TO  
HAVE.

WE SHOULD HAVE A PLAN TO  
ELECTRIFY EVERYTHING WITH  
RENEWABLE ENERGY THAT COMES FROM  
PROBABLY THE MIDWEST OR  
OFFSHORE.

SO ELECTRIC, OUR WHOLLY ECONOMY  
SHOULD BE ELECTRIC AND GET RID  
OF THE DIESEL.

THAT WOULD BE BETTER FOR  
EVERYTHING'S HEALTH.

ALSO WE NEED TO MAKE PROTECTED  
BIKE LANES ON ALL OF THE  
STREETS.

SO YOU SHOULD BE ABLE TO BIKE  
EVERYWHERE YOU WANT TO GO AND  
TAKE A ELECTRIC TRAIN THAT IS  
CLEAN AND SAFE.

>> THANK YOU.

>> THANK YOU, VERY MUCH.

>> HELLO CITY COUNCIL.

I'M KEVIN FROM DISTRICT ONE.

I SUPPORT THIS.

IT WILL CONNECT THE TWO STATIONS  
DEADLOCKED.

IT'S A ONE MILE GAP THAT NEEDS  
TO BE CONNECTED TO SERVICE  
VARIOUS COMMUNITIES.

SINCE DISTRICT ONE HAS NO  
STATION THERE.

CONNECTING THE TWO STATIONS  
NORTH AND SOUTH WOULD HELP TO  
TAKE CARS OUT OF THE ROADS  
DURING RUSH HOUR AFFECTING  
CHARLES TOWN AND EAST BOSTON.  
TAKING THE CARS OFF THE ROADS AT  
THOSE TIMES IT WILL EASE UP  
TRAFFIC AND CONGESTION.

I'M HERE TO SUPPORT THE NORTH

SOUTH RAIL LINK.  
>> THANK YOU, KEVIN.  
>> MY NAME IS EVAN.  
I'M A ENGINEER.  
I LIVE IN NEWTON.  
I DIDN'T USE.  
TO I ACTUALLY MOVED THERE IN  
PART BECAUSE I'M GETTING MARRIED  
IN OCTOBER AND WE DECIDED AT  
LEAST ONE OF US SHOULD BE ABLE  
TO WALK TO WORK BECAUSE OF HOW  
BAD COMMUTES ARE RIGHT NOW.  
NOW IN TAKING THE COMPUTER RAIL  
FOR 7 YEARS AND SEEING THE MAPS  
AND THE GAP WERE THE NORTH SOUTH  
RAIL LINK SHOULD BE I HAVE ONE  
THOUGHT.  
IT'S NOT A TERRIBLY TECHNICAL  
ONE.  
IF THE ON RAMP THAT CONNECTIONS  
ANY ONE OF THE HIGHWAYS TO THE  
OTHER IN THE CITY OF BOSTON  
DIDN'T EXIST PEOPLE WOULD OF  
MOVED MOUNTAINS TO MAKE IT  
HAPPEN BY NOW.  
THAT'S EFFECTIVELY ALL THIS IS  
FOR THE PEOPLE TRYING TO GET  
FROM ONE AREA TO ANOTHER.  
IT'S BEING ASKED TO WAIT TEN,  
TWENTY MINUTES FOR ANOTHER  
TRAIN, THEN TEN OR TWENTY FOR  
ANOTHER TRAIN TO GET BACK ON THE  
COMMUTER TRAIL NETWORK.  
IT'S A ON RAMP.  
IT'S NOT A COMPLICATED THING.  
IF THE RIGHT PERSON WAS MANAGING  
IT.  
IE NOT THOSE IN CHARGE OF MASS  
DOT AND MTBA NOW IT COULD BE  
FIXED CORRECTLY.  
I HEAR PEOPLE CHUCKLING.  
BRIGHT ON PROGRAM WAS GOING TO  
PAINT AND FIX CRACKS AND LEAKS.  
IF YOU DON'T UNDERSTAND YOU  
SHOULDN'T PAINT OVER THE CRACKS  
AND LEAKS YOU ARE FIXING, FIRST,  
THEN YOU SHOULDN'T BE IN CHARGE  
OF BUILDING ANYTHING.  
[ APPLAUSE ]  
>> THANK YOU, EVAN.  
>> I APPRECIATE EVERYONE BEING  
HERE THIS EVENING, OUR PANEL AS  
WELL AS THOSE GIVING PUBLIC  
TESTIMONY AND MY COLLEAGUES.

COUNSELOR FLYNN, ANY CLOSING  
REMARKS.

>> I WANT TO SAY THANK YOU TO  
THE PANELISTS FOR BEING HERE,  
FOR THE AUDIENCE, FOR YOUR  
TESTIMONY AS WELL PROVIDING  
GREAT INSIGHT TO US.

IT'S A ISSUE WE WILL CONTINUE TO  
STUDY AND LEARN FROM, THERE IS A  
LOT OF READING WE HAVE TO DO.  
WE APPRECIATE YOUR COMMENTS.  
I WAS REALLY APPRECIATIVE OF THE  
SIERRA CLUB FOR YOUR TESTIMONY,  
THE SEVERAL THAT TESTIFIED THIS  
EVENING.

THAT IS MY BIG ISSUE.

WHAT IMPACT DOES THIS HAVE ON  
THE ENVIRONMENT.

ESPECIALLY THE RESIDENTS IN MY  
DISTRICT WHO ARE CHINA TOWN,  
SOUTH BOSTON, THE SOUTH END.

I ALSO WANTED TO HIGHLIGHT AT  
SOUTH STATION THE SOUTH STATION  
BUSS TERMINAL WHERE THE GREY  
HOUPD BUSES GO.

THE BUSES CONTINUE TO RUN ALL  
DAY LONG.

I ALWAYS THINK OF THE FUMES THAT  
GO INTO THE NEIGHBORHOODS, RIGHT  
INTO THE PARK THERE OFF THE ROAD  
WHERE A LOT OF PEOPLE PLAY  
BASKETBALL AND VOLLEYBALL.  
RIGHT DOWN TO THE QUINCY SCHOOL  
PRABGT KAMLY ON TOP OF THE MASS  
PIKE.

THE HIGHWAY SYSTEM AS WELL.

THE MAJOR TRUCK ROUTES AND THE  
TRAIN ROUTES FROM HERE TO NEW  
YORK.

IT'S NO WONDER WE HAVE THE  
HIGHEST, YOU KNOW ASTHMA RATE OF  
ANY NEIGHBORHOOD PRACTICALLY IN  
THE COUNTRY.

SO THOSE ENVIRONMENTAL ISSUES  
ARE VERY IMPORTANT TO ME.

I KNOW THEY'RE VERY IMPORTANT TO  
YOU.

I WANT TO SAY THANK YOU TO THE  
SIERRA CLUB FOR PROVIDING  
INVALUABLE TESTIMONY HERE  
TONIGHT.

THANK YOU, COUNSELOR  
ESSAIBI-GEORGE, FOR YOUR  
LEADERSHIP.

>> THANK YOU, COUNSELOR.  
THANK YOU, AGAIN.  
WE WILL DO A FORMAL REPORT AND  
PRESENTATION TO THE COUNCIL AS A  
WHOLE ON WEDNESDAY AND LOOK  
FORWARD TO MORE MEDIATE NEXT  
STEPS THIS.  
MEETING IS ADJOURNED.  
[ APPLAUSE ]