

; 02/06/18 12:19 AM

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>>> GOOD MORNING, EVERYONE.  
MY NAME IS MICHELLE WU, AND I'M  
HERE IN MY CAPACITY AS CHAIR OF  
THE CITY COUNCIL'S COMMITTEE ON  
PLANNING, DEVELOPMENT, AND  
TRANSPORTATION FOR OUR PUBLIC  
HEARING ON DOCKET 0139.  
MESSAGE AND ORDER AUTHORIZING  
THE CITY OF BOSTON TO ACCEPT TWO  
GRANTS FROM THE MASSACHUSETTS  
GAMING COMMISSION FOR A  
CUMULATIVE AMOUNT OF \$250,000.  
THE PURPOSE OF THE GRANTS IS  
TO  
FUND THE RUTHERFORD  
AVENUE/SULLIVAN SQUARE PROJECT.  
JUST WANT TO REMIND EVERYONE  
HERE THAT THIS MEETING IS BEING  
TAPED AND LIVE STREAMED AND WILL  
BE BROADCAST LIVE ON COMCAST 8,  
VERIZON 1964, AND AVAILABLE  
LATER ON THE CITY COUNCIL  
YOUTUBE CHANNEL.  
THANK YOU TO MY COLLEAGUES FOR  
JOINING.  
HERE TO MY LEFT, ED FLYNN, LYDIA  
EDWARDS, AND ANNISSA  
ESABI-GEORGE.  
SO, DO ANY OF MY COLLEAGUES HAVE  
AN OPENING STATEMENT ON THIS  
PROJECT?  
GO AHEAD.  
>> MORNING, COUNCILORS.  
\$250,000 WAS AWARDED TO THE CITY  
OF BOSTON BY THE MASSACHUSETTS  
GAMING COMMISSION.  
THOSE MONIES ARE UNDER A PAIR OF  
PROGRAMS.  
ONE WAS A PLANNING GRANT, AND  
THE OTHER IS IN THE CATEGORY OF  
MONIES THAT THEY SET ASIDE FOR  
SURROUNDING COMMUNITIES.  
WE NEEDED TO DECLARE HOW WE  
WOULD USE THOSE MONIES AS WELL.  
WE MADE AN APPLICATION, SAT DOWN  
WITH THE GAMING COMMISSION, AND  
WE WERE INTERVIEWED ABOUT IT.  
THEY FOUND IT VERY COMPELLING  
THAT OUR APPLICATION WAS FUNDS  
TO HELP COMPLETE THE DESIGN

PROCESS OF THE PROJECT KNOWN AS RUTHERFORD AVENUE/SULLIVAN SQUARE PROJECT.

IT GOES BACK A NUMBER OF YEARS. IT'S BEEN A PROJECT THAT HAS CROSSED OVER FROM THE LAST ADMINISTRATION TO THIS ADMINISTRATION AND HAS GONE THROUGH A RE-EXAMINATION UPON THE CONCLUSION OF A LENGTHY PROCESS TO WHICH ULTIMATELY IT WAS DETERMINED THAT THERE WOULD BE A CASINO BUILT ACROSS THE RIVER.

BECAUSE OF THAT, WE PAUSED THE UNCERTAINTY IF THERE WAS A CASINO ACROSS THE RIVER. WE LOOKED AT THE COLLECTIVE IMPACT OF ALL OF THE NEW DEVELOPMENT THAT'S TAKING PLACE THROUGH THE CHARLESTON NEIGHBORHOOD AND OTHER NEIGHBORHOODS THAT CIRCLE SULLIVAN SQUARE.

WE DETERMINED THAT WE NEEDED TO REVAMP THE DESIGN.

THE DESIGN NOW IS HEADING TOWARDS A 25% DESIGN THRESHOLD WHERE WE'LL MAKE A SUBMITTAL TO THE STATE AND FEDERAL GOVERNMENT BECAUSE THAT PROJECT HAS A SUBSTANTIAL AMOUNT OF FUNDS FROM THE FEDERAL AND STATE GOVERNMENTS.

WE HAVE THIS MONEY WIND UP \$152 MILLION THROUGH -- EXCUSE ME, THROUGH THE ORGANIZATION KNOWN AS THE BOSTON NPO.

THE BOSTON NPO METROPOLITAN ORGANIZATION IS AN ENTITY WHERE THE COMMUNITIES IN AND AROUND BOSTON GET TO COMPETE FOR FEDERAL DOLLARS THAT ARE MATCHED BY STATE DOLLARS, AND THEY COME UP TO US FROM WASHINGTON.

IT'S AN ANNUAL PROCESS.

WE WERE VERY SUCCESSFUL A FEW YEARS BACK IN GETTING THIS PROJECT FUNDED THROUGH THAT EFFORT, AS A SAID TO THE TUNE OF \$152 MILLION.

ANOTHER PROCESS THAT'S TAKING PLACE RELATED TO THIS PROJECT IS REFERRED TO AS THE LOWER

MYSTIC REGIONAL WORKING GROUP.  
IT SOUNDS LIKE AN EXOTIC TITLE,  
BUT IT WAS THE MEANS OF LABORING  
SOMETHING DIFFERENT THAN PEOPLE  
CONCERNED ABOUT THE IMPACTS OF  
DEVELOPMENT AROUND SULLIVAN  
SQUARE.

IT WOULDN'T GET CONFUSED WITH  
THE PROJECT THAT THE CITY IS  
BUILDING, THE  
RUTHERFORD/SULLIVAN SQUARE  
PROJECT.

THE MYSTIC REGION WORKING GROUP,  
WE HAVE COME TO THE CONCLUSION  
WITH A NUMBER OF PARTNERS,  
INCLUDING THE GAMING COMMISSION,  
EVERETT, SUNNY VALE, THAT THE  
FUTURE WOULD INCLUDE A PROJECT  
LIKE THE ONE THAT THE CITY IS  
NOW DESIGNING, WHICH INCLUDES  
UNDERPASSES AT SULLIVAN SQUARE  
AND ALSO AT AUSTIN STREET.  
THESE UNDERPASSES ARE GOING TO  
BE DRAMATICALLY DIFFERENT  
THOUGH.

IT SHOULD BE POINTED OUT.  
DRAMATICALLY DIFFERENT THAN  
WHAT'S OUT THERE TODAY.  
A LOT OF PEOPLE SAY, OH, IT IS  
STILL GOING TO HAVE AN  
UNDERPASS, BUT I'LL GIVE YOU AN  
EXAMPLE.

AT AUSTIN STREET, THERE ARE SIX  
LANES OF TRAVEL IN THAT  
UNDERPASS THERE.  
THREE LANES IN EACH DIRECTION.  
IN THE FUTURE, UNDER OUR PLAN,  
THERE'LL BE TWO LANES IN ONE  
DIRECTION, ONE LANE IN THE OTHER  
DIRECTION.

AT SULLIVAN SQUARE, THE  
UNDERPASS THAT'S OUT THERE TODAY  
WAS BUILT TO HANDLE A DIFFERENT  
TYPE OF TRAFFIC THAN WE  
ENVISIONED FROM THE FUTURE OF

RUTHERFORD.

THAT UNDERPASS CURRENTLY IS  
DOING ITS JOB WITH ONE LANE IN  
EACH DIRECTION, HAVING BEEN  
REMOVED FROM THE TWO LANES IN  
EACH DIRECTION THAT WAS  
ORIGINALLY THERE.  
OUR PLAN WOULD HAVE ONE LANE IN

EACH DIRECTION.

THE UNDERPASS WILL BE VERY MEANINGFUL NOT ONLY IN HELPING US ACCOMMODATE THE GROWING REGIONAL TRAFFIC, PEOPLE COMING THROUGH THAT AREA TO GET TO ALL THESE NEW DEVELOPMENTS, BUT WE ALSO SEE IT AS VERY POSITIVE IF YOU LOOK AT THE ANALOGY I'M ABOUT TO DRAW.

I HOPE YOU'LL AGREE.

IF THE TRAFFIC THAT GOES UNDER CITY SQUARE IN CHARLESTOWN WERE TO BE BROUGHT UP TO THE SURFACE, I THINK THE PEOPLE WOULD SAY HOW DOES THAT HELP THE ENVIRONMENT OF PEOPLE WHO ARE TRYING TO ENJOY LIFE IN CITY SQUARE, SITTING AT A CAFE, ENJOYING THE PARK.

SOME PEOPLE ARE ARGUING THAT HAVING AN UNDERPASS MAKES IT WORSE FOR THE ENVIRONMENT THAT WE'RE GOING TO CREATE IN SULLIVAN SQUARE.

WE'RE VERY CONVINCED THAT IT DOES EVERYTHING IN THE OPPOSITE. IT CREATES LESS IMPACT ON PEDESTRIANS AND BICYCLISTS THAT ARE USING THE SULLIVAN SQUARE AREA BECAUSE OF THE NATURE OF THE GEOGRAPHY OVER THERE.

BY THE NATURE OF IT, IT IS GOING TO BE MIXING IN -- WE HAVE LOTS OF BUSES AND TRUCKS THAT CAN BE TOTALLY OUT OF SIGHT AND OUT OF MIND BY VIRTUE OF THIS OPPORTUNITY FOR THAT REGION OF TRAFFIC.

AT ANY RATE, THAT IS A LONG WAY AROUND TO TELL YOU THAT THE REQUEST WE HAVE IS FOR THE APPROVAL OF AN ACCEPTED ORDER WHICH ALLOWS US TO TAKE THAT GRANT, \$250,000 FROM THE GAMING COMMISSION, TO AVOID THE CITY HAVING TO PUT THOSE SAME DOLLARS INTO THE COST OF THE DESIGN THAT'S NOW ONGOING.

WE'LL BE ABLE TO HELP OFFSET THE 20% SHARE THAT THE CITY HAS TO MATCH ON THE DESIGN COST.

WE'RE VERY FORTUNATE THAT WE'VE ALSO SECURED FEDERAL DOLLARS FOR

THE CURRENT PHASE OF THE DESIGN.  
WE'RE EXPECTING TO RECOVER 80%  
OF THE MONEY.

THE CITY'S 20% CAN IN A SENSE BE  
REDUCED BY EVERY DOLLAR WE GET  
FROM THE GAMING COMMISSION TO  
HELP SUPPORT THIS DESIGN EFFORT.  
THAT WILL BE A CREDIT TO THE  
CITY'S ACCOUNT.

WITH THAT, I'M OPEN TO QUESTIONS  
AND WOULD BE HAPPY TO ANSWER  
ANYTHING YOU HAVE, THAT YOU'D  
LIKE TO TALK ABOUT.

>> OKAY.

THANK YOU VERY MUCH, JIM.

WE'RE ALSO JOINED BY THE CHAIR  
OF THE COMMITTEE, FRANK BAKER.  
I HAVE A BUNCH OF QUESTIONS.  
I'M JUST GOING TO ASK A FEW AND  
THEN HAND IT OVER TO COLLEAGUES.  
THEN I'LL CLEAN UP AT THE END.  
JUST ON FUNDING OVERALL.

YOU MENTIONED WE'RE AIMING FOR  
25% DESIGN YOU SAID BY SOMETIME  
THIS SUMMER?

>> BY THIS JUNE.

>> BY THIS JUNE.

AND THE TOTAL COST OF THAT WILL  
BE HOW MUCH?

>> THE PROJECT IS ESTIMATED TO  
COST 152 MILLION.

WE HAVE THAT AMOUNT OF MONEY  
THAT WE'VE SECURED THROUGH THE  
NPO, BOSTON NPO.

THAT MONEY STARTS TO BECOME  
AVAILABLE IN THE YEAR 2020.

IT'S GOING TO BE -- THE FUNDING  
IS SET UP TO TAKE PLACE OVER A  
FIVE-YEAR PERIOD, AND THE FIRST  
SEVERAL YEARS ARE IN THE CURRENT  
TIP, WHICH PUTS US IN A VERY  
GOOD POSITION.

>> 152 MILLION IS THE COST OF  
CONSTRUCTION?

>> YES.

>> AND THAT'S ALL FEDERAL MONEY?

>> THAT'S 80% FEDERAL AND 20%  
STATE.

THE FEDERAL GOVERNMENT REQUIRES  
A 20% MATCH FROM THE LOCAL  
GOVERNMENT.

>> THAT'S ALL BASICALLY LOCKED  
IN.

IS THERE ANYTHING THAT WOULD

THREATEN THAT?

>> YES.

IN ACTION ON THE PLAN, THERE ARE A NUMBER OF COMMUNITIES OUT THERE THAT WOULD LOVE TO HAVE AN OPPORTUNITY TO SECURE THE FUNDS THAT WE NOW HAVE FOR OTHER PROJECTS THAT WOULD COMPETE WITH THAT FOR FUNDING.

IF WE DON'T STAY DUTIFULLY MARCHING AHEAD WITH THAT DESIGN, WE RUN THE RISK OF IT GOING SOMEWHERE ELSE.

>> WHAT DO THEY CHECK TO MAKE SURE WE'RE HITTING THE RIGHT --

>> GET 20% DESIGN IN BY JUNE IS A VERY IMPORTANT FACTOR IN THIS.

>> HOW MUCH IS THE COST OF THE 25% DESIGN?

>> THAT'S ABOUT \$4 MILLION.

>> OKAY.

AND THAT'S ALREADY ALL BEEN -- THAT'S INCLUDING THIS 250,000, AND THE REST IS THROUGH CITY FUNDS?

>> OKAY, YEAH.

80% IS FEDERAL.

IT'S A LITTLE BIT SHY OF 4 MILLION.

THAT'S THE CURRENT.

80% OF IT WOULD BE FROM FEDERAL DOLLARS.

20% WOULD BE A COMBINATION OF WHAT THE CITY NEEDS TO CHIP IN AS WELL AS ANY OF THESE TYPES OF GRANTS WE'RE ABLE TO SECURE.

IF YOU DO THE QUICK MATH ON THE FIRST PHASE USING THE 4,800,000, THAT IS THE CITY'S SHARE.

IF WE CAN ABSORB ANY OF THIS GAMING GRANT, THE 250,000, THAT REDUCES THE CITY'S OBLIGATION BECAUSE THERE'S CASH FOR THE CITY.

>> GOT IT.

IS THE REST, THE 550, IS IT GOING TO COME FROM THE CAPITAL BUDGET OR --

>> OH, YES.

YEAH, YEAH.

>> FOR NEXT FISCAL YEAR?

>> YEAH.

WE'RE BURNING THROUGH A LOT OF MONEY NOW AS WE HAVE GOTTEN INTO

CASH THROUGH CONCEPT.

WE'RE DOING A LOT OF ENGINEERING WORK THAT'S LEADING TO LOCATE WHERE THE ROADWAY DIMENSIONS ARE, LOOKING AT ALL THE UTILITIES.

PEOPLE WHO DON'T DO THEIR 70-DAY WOULD BE AMAZED TO KNOW HOW MUCH -- WHEN YOU START TO MOVE A ROADWAY AROUND, HOW MUCH MONEY GOES INTO GETTING UTILITIES OUT OF THE PLACE THAT THEY ARE.

WE WANT TO MAKE SURE THAT WE HAVE NICE OPEN SPACE AND DEVELOPMENT PARCELS AT THE END OF THIS.

AND SO, IN ORDER TO HAVE A PARCEL OF LAND BE USEFUL FOR DEVELOPMENT, YOU CAN'T HAVE A MAJOR GAS PIPE GOING UNDER IT. WE'VE HAD CONVERSATIONS RECENTLY WITH EVERSOURCE AS THEY'RE PLANNING THEIR NEXT STEPS TO ENHANCE THE SYSTEM.

WE SAT WITH THEM AND HAD CONVERSATIONS WITH THEM SAYING, YOU CAN'T PUT THE PIPE THERE BECAUSE THERE'S A FUTURE DEVELOPMENT PARCEL THERE. EVEN THOUGH IT LOOKS LIKE A ROADWAY TO YOU TODAY, THE NEW PLAN IS CHANGING THE -- THE PLAN IS GOING TO TAKE A BIG OVAL. I PROBABLY SHOULD SAY A POINT OR TWO ABOUT THAT.

THERE'S A HUGE OVAL OF TRAFFIC THAT GOES AROUND RUTHERFORD AND SULLIVAN SQUARE.

THAT MAKES FOR A REALLY DIFFICULT FOR A PERSON TO CROSS THROUGH ON A REGULAR BASIS. WE'LL HAVE A VERY ORGANIZED TRAFFIC SIGNAL FOR A PEDESTRIAN WALKING FROM MAIN STREET OVER TO SULLIVAN SQUARE T STATION. WE'LL HAVE VERY SAFE PEDESTRIAN CROSSINGS.

WE'RE SANAGING THE WAY WE'RE MAINTAINING THE SURFACE TRAFFIC TO KEEP IT FROM HAVING TO TURN HEAVILY WHERE PEDESTRIANS ARE CROSSING.

WE'LL HAVE IMPROVEMENTS TO THE BICYCLE NETWORK AS PART OF THIS

PROJECT.

>> IN TERMS OF GETTING TO DESIGN, HOW DOES THE FUNDING WORK FOR THAT?

>> WE EXPECT TO CONTINUE TO GET AT LEAST SOME MORE OF THE MONEY FROM THE FEDERAL GOVERNMENT. TO THE EXTENT THAT WE'RE ABLE TO, AS WE'RE NEGOTIATING THE SUBSEQUENT CONTRACTS, WE DO TWO CONTRACTS.

WE DO A CONTRACT WITH THE ENGINEERING FIRM CONSULTANTS. THEN WE HAVE A SIMULTANEOUS AGREEMENT THAT WE NEGOTIATE WITH MASS DOT.

MASS DOT, WE'LL BE LOOKING FOR THEM TO AGAIN GIVE US AN 80% FEDERAL SHARE.

NOTHING IS CERTAIN, AS WE GO FORWARD, SO EVERY DOLLAR COUNTS.

>> DO YOU EXPECT IT WILL BE ABOUT 4 MILLION FOR EACH NEW PHASE OF THE DESIGN?

>> TOTAL DESIGN -- THE TOTAL DESIGN COST IS GOING TO BE CLOSE TO 15 MILLION.

>> OKAY.

>> 15.

>> WHO IS THE ENGINEERING FIRM?

>> TECH.

>> FINAL FUNDING RELATED QUESTION BEFORE I PASS IT ON.

ALL THE BUZZ ABOUT WHEN AND WHAT'S HAPPENING WITH THE INVESTIGATION AT THE GAMING COMMISSION, HOW DOES THAT IMPACT THE GRANTS?

>> WE'LL BE WATCHING THAT SITUATION CAREFULLY AS WILL EVERYBODY ELSE.

I THINK THE GOOD NEWS HERE IS THAT WE HAVE THIS PROJECT ON THE BOOKS.

IT WASN'T A PROJECT THAT WAS AWARDED BECAUSE WE SHOWED UP. BECAUSE WE'VE SHOWED UP AND BECAUSE ALL THESE OTHER DEVELOPERS, LIKE AT THE HOOD PROPERTIES THROUGHOUT CHARLESTOWN -- THERE'S LOTS OF DEVELOPMENT THERE NOW AND ACROSS THE RIVER UP IN SOMERVILLE AND OVER IN EVERETT.



THAT'S WHAT CAUSED US TO REVAMP  
THE DESIGN, BUT IT'S NOT WHAT  
GOT US THE MONEY.

>> IS THE \$150 FROM WHEN --  
>> THERE ARE FUNDS THAT COME IN  
FROM THE DIFFERENT CASINO  
OPERATORS THAT ARE LICENSED.  
AT THAT POINT, WE'LL POOL THE  
FUNDS.

MY UNDERSTANDING IS NOW A POOL  
FROM THREE DIFFERENT ENTITIES.  
THEY'RE USING THAT POOL OF MONEY  
TO AWARD GRANTS.

>> OKAY.

THANK YOU.

COUNCILOR FLYNN?

>> THANK YOU, COUNCILOR WU.  
THANK YOU, SIR, FOR BEING HERE.  
I WANT TO FOLLOW UP WITH TWO  
BRIEF QUESTIONS.  
YOU MENTIONED 80% OF THE FUNDING  
IS FEDERAL.

WHAT FEDERAL AGENCY IS THAT  
FROM?

>> FEDERAL HIGHWAY.

>> YOU MENTIONED YOU'RE WORKING  
CLOSE WITH MASS DOT.  
HOW IS THE INTERACTION OR THE  
DIALOGUE BETWEEN YOUR DEPARTMENT  
AND FEDERAL HIGHWAY?

IS IT A POSITIVE WORKING  
RELATIONSHIP OR DOES MOSTLY DOT  
THAT DOES THE INTERACTION?

>> GOOD QUESTION.

TO THE EXTENT WE HAVE DIRECT  
DEALINGS WITH THE FEDERAL  
GOVERNMENT, IT'S BEEN VERY  
POSITIVE.

WE TYPICALLY DEAL DAILY WITH  
MASS DOT, WHO SENDS OUT FEDERAL  
HIGHWAY AGENTS ON MATTERS OF HOW  
THE FEDERAL MONEY GETS SPENT.

>> THANK YOU.

THE FINAL QUESTION.

YOU TALKED ABOUT PEDESTRIAN  
SAFETY, SAFE ACCESS.  
CAN YOU ALSO TALK ABOUT HOW IT  
IMPACTS THOSE IN THE DISABILITY  
COMMUNITY?

WOULD THERE ALSO BE SAFE ACCESS  
FOR THE DISABLED AND FOR THE  
ELDERLY, NEEDING A LITTLE MORE  
TIME TO NAVIGATE THE SIDEWALKS  
AND STREETS IN THE AREA

GENERALLY?

SAFE ACCESS FOR EVERYONE IS IMPORTANT TO ME, BUT ESPECIALLY THOSE IN THE DISABILITY COMMUNITY.

>> YES, ABSOLUTELY.

THE ROADS YOU SEE OUT THERE TODAY, IF YOU WERE TO GO THROUGH SULLIVAN SQUARE, THERE'S FAST-MOVING TRAFFIC THAT IS

GOVERNED BY THINGS LIKE YIELD SIGNS, BUT DOESN'T ALWAYS WORK. THERE'S GOING TO BE A REGULAR GRID OF STREETS.

AT EVERY CORNER, THERE'LL BE TRAFFIC CONTROLLED BY TRAFFIC LIGHTS.

TODAY, WE HAVE ONE TRAFFIC SIGNAL AROUND THAT WHOLE RING. IT IS JUST NOT A SAFE SITUATION. THE ADA ASPECT, THIS WILL BE FEDERALLY VETTED BOTH INTERNALLY BY EXPERTS AND BY OUR OWN CONSULTANTS AS WELL AS REVIEWS OF THE DESIGN BY THE ADA FOLKS AT MASS DOT.

THE NTBA WILL BE LOOKING AT THIS AS WELL.

THEY HAVE STRONG ADVOCACY COMMITMENTS OVER AT THE T BECAUSE A LOT OF THIS IS ABOUT CONNECTIONS FOR PEDESTRIANS AND

BICYCLISTS.

WE'VE GOT TWO WONDERFUL STATIONS THAT ARE VERY DIFFICULT TO GET TO ON FOOT.

THERE'S ALSO MAJOR IMPROVEMENTS FOR ANYBODY RUNNING OR WALKING IN A WHEELCHAIR GOING ALONG THE WHOLE CORRIDOR.

THERE'LL BE A SEPARATE PEDESTRIAN PATH FROM A BICYCLE TWO-WAY PATH ON THE COMMUNITY SIDE.

WE'LL ALSO HAVE SIDEWALK AND A BICYCLE ACCOMMODATION HEADING SOUTHBOUND ON THE INDUSTRIAL SIDE THAT'S GOING THROUGH A LOT OF RENOVATION.

YES, I THINK THIS WILL HAVE FULL ACCESS.

TAKING A LOT OF BUSES THAT ARE

GOING FROM, SAY, FOR INSTANCE  
THE NBTA'S MAINTENANCE GARAGE,  
HAVING THEM BE ABLE TO EXIT THE  
GARAGE PROPERTY AND GO RIGHT  
DOWN INTO OUR UNDERPASS MEANS  
THEY NEVER HAVE TO DRIVE THROUGH  
SULLIVAN SQUARE IF THEY'RE NOT  
GOING TO THE STATION IN SULLIVAN  
SQUARE.

I'M TALKING ABOUT BUSES THAT ARE  
BROUGHT IN THROUGH OTHER ROUTES  
IN CHARLESTOWN.

IF WE TRIED TO DO THIS WHOLE  
THING AS STREETS, WE WOULD BRING  
THAT TRAFFIC THROUGH, WHICH IS  
NO GOOD FOR ANYBODY ON FOOT,  
WHETHER YOU'RE DEALING WITH A  
HANDICAP ISSUE OR NOT.

WE'RE TRYING TO MAKE THE  
ENVIRONMENT MORE POSITIVE IN  
SULLIVAN SQUARE AND ALONG THE  
LENGTH OF THE WHOLE CORRIDOR FOR  
PEOPLE WITH VULNERABILITIES.

>> THANK YOU, SIR.

>> THANK YOU.

>> THANK YOU, COUNCILOR FLYNN.  
COUNCILOR EDWARDS.

>> THANK YOU.

I JUST HAD A COUPLE QUESTIONS  
ABOUT KIND OF THE HISTORY AND  
THE DESIGN PROCESS.

EXCUSE ME.

YOU MENTIONED BEFORE A LOT OF  
WHAT COULD STOP THE FUNDING  
WE'RE GOING TO GET IS IF WE  
DON'T MARCH AHEAD.

I'M CURIOUS ABOUT HOW THE  
FUNDING CAME ABOUT -- CORRECT ME  
IF I'M WRONG, THE FUNDING HAS  
BEEN THERE FOR SOMETIME.

FOR ME, THE QUESTION IS, WHAT'S  
THE RUSH?

IS IT FUNDING RELATED OR NOT?

I'M PARTICULARLY CURIOUS ABOUT  
THAT.

>> SURE.

HERE'S HOW IT WORKS AT THE NPO.  
EVERY YEAR, PEOPLE GET IN LINE  
AND TRY TO LINE UP THE FUNDS FOR  
THEIR PROJECTS.

WE'RE GOING TO BE ENTERING THAT  
PERIOD SOON WHERE BETWEEN --  
IRONICALLY BETWEEN NOW AND THE

END OF JUNE, WE'LL BE DOING THAT.  
EVERY YEAR, A LOT OF PROJECTS GET PUSHED BACK, PUSHED BACK, PUSHED BACK.  
AND THEY GO YEAR AFTER YEAR WITH DELAY BECAUSE THEY'RE NOT HITTING THOSE MILESTONES, SO YOU CAN BE IN THE THIRD YEAR OR THE FOURTH YEAR OR THE FIFTH YEAR OF A TIP, TRANSPORTATION IMPROVEMENT PROGRAM, AND NEVER, EVER GET TO USE IT.  
THAT HAPPENS WITH PROJECTS.  
IF YOU'RE MAKING YOUR DEADLINES WHEN THE NEGOTIATION COMES UP AT THE END THE TABLE AND PEOPLE ARE SAYING IS THE PROJECT GOING TO BE READY, YOU HAVE TO BE ABLE TO SAY, YES, IT'S READY, BECAUSE THE MONEY DOESN'T COME TO THE PROJECT AND USE IT WHENEVER YOU WANT TO.  
THE MONEY IS DOLED OUT OUT OF A BUDGET THAT'S AVAILABLE EACH YEAR, AND SO EACH YEAR, IF -- FOR INSTANCE, THIS YEAR, IF THERE ARE ANY COST OVERRUNS ON THE GROUP OF PROJECTS, THE PORTFOLIO OF PROJECTS THAT ARE FUNDED BY THE NPO, THERE IS A CHANCE THAT OTHER PROJECTS WILL PAY THE PRICE AND WIND UP BEING PUSHED BACK.  
WE DON'T WANT THIS PROJECT TO BE PUSHED BACK AGAIN.  
>> I'M SORRY.  
I'M GOING TO CUT YOU OFF.  
IT'S BEEN A 20-YEAR ATTEMPT TO TRY AND GET THIS PROJECT DONE. IN THAT 20 YEARS, THE SURFACE OPTION OR SOME VERSION OF IT WAS GOING TO BE THE PLAN.  
MY UNDERSTANDING FROM YOUR COMMENTS WAS IT THE CASINO THAT CAUSED THE CITY TO CHANGE THEIR MIND ABOUT IT?  
>> NO, IT WAS A COMBINATION OF THINGS.  
WHAT HAPPENED WAS -- IT WAS BECAUSE OF THE CASINO IN THE PERIOD OF TIME WHERE THERE WAS A LOT OF AMBIGUITY AS TO WHETHER THE CASINO WOULD HAPPEN, AND IF

IT DID, WHERE IT WOULD HAPPEN.  
DURING THIS TIME, THE PROJECT  
WAS PUT ON HOLD.  
DURING THAT HOLD PERIOD, A LOT  
OF THINGS STARTED TO CHANGE IN  
THE ENVIRONMENT.  
A PROJECT STARTED TO EMERGE FROM 3  
THE BACK ROOMS INTO AN ANNOUNCED  
PROJECT.  
THE IMPLICATIONS OF THOSE  
PROJECTS IN AN ENVIRONMENT WHERE  
WE'RE TRYING TO BALANCE ALL OF  
THE NICE THINGS THAT WE WANT TO  
DO FOR THE COMMUNITY BECAUSE WE  
WANT THIS TO BE A PROJECT THAT  
THE COMMUNITY IS VERY HAPPY  
WITH, WE ALSO KNOW TO MAKE IT A  
SUCCESS WE CAN'T IGNORE THE  
REGIONAL DEMANDS FOR TRAFFIC AT  
THIS POINT.  
WE HAVEN'T GOT THERE.  
WE DON'T EXPECT THE RATE OF  
ATTAINING THAT IS COMING FAST  
ENOUGH TO HAVE US SAY, LET'S  
KEEP OUR FINGERS CROSSED AND  
BUILD LESS OF THE CAPACITY THAT  
WE'RE CONVINCED THAT THIS  
PROJECT NEEDS.  
THIS IS ABOUT ECONOMIC  
DEVELOPMENT AND COMPLETE STREETS  
AND PUBLIC TRANSIT ACCESS,  
THINGS LIKE ADA.  
IT'S ABOUT ALL THOSE THINGS.  
I'LL JUST TELL YOU ONE OF THE  
LATEST ENHANCEMENTS WE HAVE MADE  
TO OUR CURRENT WORKING DESIGN IS  
TO ADD SOME DEDICATED SURFACE  
LANES FOR BUSES.  
WHAT'S IRONIC IS AS WE DO THAT  
PEOPLE ARE SAYING, WELL, YOU'RE  
MAKING THE STREET TOO WIDE, BUT  
IT IS CRITICALLY IMPORTANT TO  
BALANCE THESE THINGS BECAUSE  
EVERYTHING WE TRY TO DO HAS SOME  
IMPLICATIONS FOR SOMEBODY.  
>> THAT'S TRUE.  
TO YOUR COMMENT, I WAS AT THE  
LAST BTD PRESENTATION.  
I LIKED WHAT I SAW IN TERMS OF  
THE COMMUNITY.  
I THOUGHT THAT WAS A REALLY GOOD  
PROCESS ON THAT COMPONENT.  
AND I WANT TO GIVE CREDIT WHERE  
CREDIT IS DUE.

I DO WANT TO JUST MAKE SURE THAT I'M UNDERSTANDING THE PROCESS AND HOW WE GOT HERE.

THERE HAS BEEN, OF COURSE -- YOU'RE AWARE THAT THE SURFACE OPTION, FLEXIBLE OPTION, IS NOT A TUNNEL OPTION.

IN COMPARISON, IT IS SIGNIFICANTLY CHEAPER THAN THE TUNNEL.

AM I CORRECT?

>> I COULDN'T ANSWER THAT.

I IMAGINE IT'S PROBABLY SOME LEVEL LESS EXPENSIVE.

>> TELL ME ABOUT THE ANALYSIS BETWEEN THE TWO DIFFERENT PLANS. I UNDERSTAND WHY YOU -- YOU JUST EXPLAINED TO ME DUE TO THE ECONOMIC BOOM IN DEVELOPMENT THERE WAS A NEED TO REASSESS THE PLAN WAS THERE.

WHEN YOU LOOKED AT THE SPECIFIC ANALYSIS OF THE SURFACE OPTION, THE SPEED OF CARS TO GO THROUGH, WHO WAS THAT EXPERT'S PLAN THAT YOU WERE LOOKING AT AND WHAT DID THAT ANALYSIS LOOK LIKE?

>> SURE.

THE ANALYSIS FIRST IS WE WANT TO FIND THE RIGHT PROJECT TO BUILD. IF WE HAVE TWO OPTIONS OF THAT PROJECT, THEN A COMPARATIVE COST ANALYSIS MAKES SENSE, BUT WE DISMISSED THE SURFACE DESIGN AS NOT TENABLE BASED ON TRAFFIC NEEDS AND ALL THE OTHER COMPONENTS.

IT'S NOT LIKE WE FULLY DESIGNED

--

>> SO THERE'S NO COMPARISON ANALYSIS?

>> AT THE STAGE OF DEVELOPMENT WHERE WE WERE THE DESIGN, IT IS KIND OF LIKE DRAW A COUPLE OF

SKETCHED OF A COUPLE OF AUTOMOBILES YOU'D LIKE TO CHOOSE BETWEEN.

YOU HAVEN'T GOT A DESIGNED ENGINEERED CAR.

WE'RE IN THE PROCESS OF TAKING THE VERSION THAT WE'RE CONVINCED IS THE RIGHT ONE TO BUILD, AND

WE'RE GOING TO CONTINUE TO MAKE SURE THAT WE DO EVERYTHING WE CAN TO KEEP IT ON SCHEDULE AND KEEP THE FUNDING IN PLACE.

>> AGAIN, ANOTHER THING I'D LIKE TO GIVE YOU GUYS CREDIT FOR -- AND I HEARD PEOPLE SAY THIS PUBLICLY ABOUT THE BUFFER ZONES, THAT YOU INCREASED THAT SPACE. I WILL GIVE CREDIT WHERE CREDIT IS DUE, BUT I THINK IN TERMS OF PROCESS IT IS A LITTLE BIT -- I CAN UNDERSTAND WHY SOME FOLKS MIGHT BE FRUSTRATED BY THE DISMISSAL OF A PLAN AND THEN SAYING YOU'VE MADE THE BEST DECISION TO GO FORWARD WITH ANOTHER PLAN IF IT HAS NOT BEEN IN-DEPTH ANALYSIS.

IS IT THAT YOU'VE -- THERE'S BEEN NO PLAN DIRECTLY GIVEN TO YOU TO LOOK AT IN TERMS OF THE SURFACE ACTION?

>> NO, WHEN I TALK ABOUT THE ANALYSIS, WETRULY DID A SIDE BY SIDE ANALYSIS.

WE CAME TO THE CONCLUSION THAT ONE WOULD AND ONE WOULD NOT. WE'VE HAD PEOPLE ASK US A NUMBER OF TIMES FROM THE COMMUNITY TO GIVE A FULL COST ANALYSIS OF THE TWO.

IT IS LIKE WE'RE NOT GOING TO SPEND A LOT OF TIME IN ENGINEERING DOLLARS COSTING OUT SOMETHING THAT DOESN'T WORK.

>> WHEN YOU FOUND OUT IT DIDN'T WORK, THAT'S OUT PUBLICLY, RIGHT?

>> WE MADE A FORMAL ANNOUNCEMENT, AND SOME PEOPLE HAVE HAD A DIFFICULT TIME ACCEPTING THAT ANNOUNCEMENT, BUT WE WERE VERY CLEAR.

IT'S BEEN IN THE NEWSPAPERS.

>> THE DATA THAT YOU ASSESSED AND LOOK AT, ALL OF THAT IS OUT PUBLICLY?

>> WE PRESENTED A COMPARATIVE ANALYSIS.

IT IS ON OUR PRESENTATIONS THAT ARE POSTED ON THE WEBSITE, WHETHER IT'S -- I DON'T THINK IT'S EVERYTHING THAT SOMEBODY

HAS IN A FOLDER, BUT IT'S EVERYTHING FROM THE CONCLUSIONS OF THE SIDE-BY-SIDE ANALYSIS.

>> THIS IS MY FINAL QUESTION, AND I REALLY DO APPRECIATE THE BACK AND FORTH.

OF THE TWO OPTIONS, ONE -- IT SEEMED LIKE THERE MIGHT BE -- IF, FOR EXAMPLE, WE DIDN'T LIKE THE TUNNEL, WE'RE STUCK WITH IT. AM I CORRECT?

WHEN THEY DO THE TUNNEL, THEY'RE STUCK WITH IT?

THERE'S NO OTHER OPTION BEYOND THE TUNNEL?

ONE AND DONE.

>> WELL, I THINK THE APPROACH WOULD BE GET IN LINE FOR ANOTHER 25 YEARS TO KIND OF REVAMP THAT SUBSTANTIALLY.

>> LET ME SAY MY QUESTION AGAIN.

>> SURE.

>> WHEN I THINK OF THE SURFACE OPTION, FROM MY UNDERSTANDING, IT'S THE MALLEABLE OPTION. IT'S ONE THAT ALLOWS IF IT IS NOT WORKING TO EXPAND, TO CONTRACT, TO MOVE TO A TUNNEL. YOU HAVE MORE OPTIONS WITH IT. WITH THE TUNNEL, IT'S MONEY SPENT, THE TIME, THE EFFORT. THAT'S IT.

IF IT DOES WHAT IT IS GOING TO DO, IT DOES.

THAT'S ALL WE HAVE.

IT SEEMS YOU HAVE AN OPTION THAT'S MORE MALLEABLE THAN THE OTHER.

AM I CORRECT IN MY ANALYSIS?

>> ONCE WE BUILD EITHER OPTION, THERE'S A DESIRE ON THE PART OF THE COMMUNITY TO HAVE PARCELS THAT START TO GET USED.

YOU CREATE A PLACE IN SULLIVAN SQUARE.

YOU CAN'T JUST THEN START REDESIGNING THE STREETS AGAIN OR ADDING AN UNDERPASS BECAUSE IF YOU'RE EVER GOING TO WIND UP WITH AN UNDERPASS, YOU WANT IT TO WIND UP AS PART OF THE FIRST GO AT IT BECAUSE YOU DON'T OFTEN GET THE OPPORTUNITY TO SPEND \$152 MILLION OF FEDERAL DOLLARS



TO A WHOLE RENOVATION OF AN AREA.

AS I MENTIONED, WE NEED TO GET UTILITIES OUT OF THE WAY FOR BOTH DEVELOPMENT PARCELS.

IF YOU CAME IN LATER AND SAID, WE SHOULD HAVE PUT IN THAT UNDERPASS, THAT'S NOT A VERY MALLEABLE POSITION YOU'RE GOING TO BE IN.

YOU'RE GOING TO HAVE A LOT OF PEOPLE BUILDING BUILDINGS ON PARCELS AND NOT WANTING TO HAVE THEIR BUSINESS DISRUPTED OR THEIR LIFE DISRUPTED.

YOU'VE BOXED YOURSELF IN ANOTHER WAY.

>> THANK YOU.

>> I'M GOING TO DIG IN ON MY LIST.

I JUST WANT TO PUSH A LITTLE FURTHER ON THE DESIGN QUESTIONS BECAUSE WE'RE STILL RELATIVELY EARLY IN THE PROCESS, AIMING FOR THE 25%, SO THERE'S STILL TIME TO HAVE THESE CONVERSATIONS.

THINGS GET LOST THE FURTHER AND FURTHER THE CITY GETS INTO IT.

SO, JUST IN TERMS OF THE UNDERPASS AND YOU'VE BEEN TALKING A LOT ABOUT SURFACE OPTION NOT BEING ABLE TO HANDLE TRAFFIC OF A CERTAIN FLOW, REGIONAL TRAFFIC, LET'S SAY, FROM ALL THE DEVELOPMENTS AND THE CASINO.

IF WE ZOOM IN ONLY ON LOCAL TRAFFIC THAT RESIDENTS EXPERIENCE, PEOPLE NEEDING TO DRIVE INTO CHARLESTOWN OR THE BOSTON SIDE OF THAT, IS THERE -- DOES THE UNDERPASS ACTUALLY PREFERENCE THE CUT-THROUGH DRIVERS AT THE EXPENSE OF LOCAL DRIVERS WHO WILL THEN BE IN THAT TRAFFIC?

>> I WOULD SAY JUST THE OPPOSITE.

THE ABILITY TO HAVE THROUGH TRAFFIC UNDER THE SULLIVAN SQUARE WHILE SOMEBODY WHO IS RUNNING DOWN TO RUN AN ERRAND, SEE A DOCTOR, DROP SOMEBODY OFF AT THE STATION, BE UP AT THE

SURFACE AND NOT HAVE TO DEAL WITH THAT THROUGH TRAFFIC, I THINK THAT IS JUST THE OPPOSITE. THINK ABOUT CITY SQUARE. THINK ABOUT ALL THE TRAFFIC THAT'S JUMPING OFF 93 AND -- I'M

SORRY.

ALL THAT TRAFFIC IS ABLE TO GO UNDERNEATH CITY SQUARE. YOU DON'T SEE IT. YOU DON'T HAVE TO DEAL WITH IT. THAT'S THE KIND OF PROBLEM YOU'D BE CREATING UP IN SULLIVAN SQUARE.

IF YOU SAID LET'S LET EVERYBODY WHO WANTS TO GO TO SULLIVAN SQUARE HAVE TO BE ON THE SURFACE, YOU'RE CREATING AN ENVIRONMENT -- THERE'S GOING TO BE FIVE OR SIX BLOCKS IN A GIVEN DIRECTION.

IF YOU WALKED TO ONE END OF THOSE FIVE OR SIX BLOCKS, YOU MIGHT SEE THE TRAFFIC COMING UP OUT OF ONE OF THOSE UNDERPASSES. IF YOU GO THIS WAY, YOU MIGHT SEE SOMEBODY ENTERING IT OR EXITING IT.

BUT IN SULLIVAN SQUARE, YOU'VE GOT A NICE SET OF INTERSECTIONS, PLACES WHERE PEOPLE CAN GO SHOPPING, PEOPLE CAN SIT DOWN AND HAVE A CUP OF COFFEE ON THE EDGE OF THE SIDEWALK AND NOT HAVE TO DEAL WITH THE MBTA BUS THAT COMES OUT OF THE GARAGE AND NOT HAVE TO GO BACK TO HYDE PARK FOR ITS ROUTE.

ANY NUMBER OF VEHICLES THAT ARE COMING OVER AND WANT TO GO SOMEPLACE ELSE BESIDES SULLIVAN SQUARE, IT KEEPS THEM OUT OF PEOPLE'S HAIR.

>> THE PLAN NOW IS TO DECK OVER PART OF THAT?

>> YES, ALMOST ALL OF IT.

THE IDEA IS TO CREATE -- I'LL BE HAPPY TO SHOW YOU THE PLANS ON THIS -- TO CREATE A DECKING OVER THE REDUCED SIZE UNDERPASS SUCH THAT WE CAN POTENTIALLY HAVE A BUILDING ON TOP, OPEN SPACE, CIVIC SPACE.

>> WOULD THAT BE STATE LAND THEN  
IF THE DECKING IS OVER THE  
HIGHWAY OR WOULD THE CITY HAVE  
SOME CONTROL OVER WHAT HAPPENS  
TO THAT?

>> THE RESOLUTION OF PROPERTY  
LINES, THE GOOD NEWS THAT WE  
HAVE IS THAT ALL OF THIS IS ABLE  
TO BE MOVED AROUND BECAUSE IT IS  
MOSTLY GOVERNMENT OWNERSHIP IN  
THIS AREA BETWEEN THE MBTA, THE  
CITY, AND -- I DON'T KNOW IF IT  
IS STATE OWNED OR ANYTHING IN  
THIS AREA OTHER THAN THROUGH THE  
MBTA.

THERE'S A COUPLE OF SURFACE  
PARKING LOTS.

>> THE COST OF BUILDING THE DECK  
OVER THAT UNDERPASS, WOULD THAT  
BE ABSORBED -- THAT STREAM OF  
FUNDING THAT YOU TALKED ABOUT  
BEFORE, THE 80% FEDERAL, 20%  
STATE/CITY, THAT WOULD INCLUDE  
THAT?

>> WE HOPE THEY WOULD APPROVE  
THAT TO BE PART OF THIS, YES.

>> BUT WE WON'T KNOW FOR A  
WHILE?

>> NO, WE HAVE A PROCESS TO  
CONTINUE THROUGH.

>> OKAY.

LET'S SEE.

CAN WE TALK ABOUT POTENTIAL  
CLIMATE CHANGE AND THE FLOODING  
WE'VE BEEN SEEING A LITTLE BIT  
AND HOW YOU'RE THINKING ABOUT  
THAT?

>> SURE.

>> ESPECIALLY WITH THE  
UNDERPASS, WHICH WOULD SEEM TO  
BE MUCH MORE VULNERABLE TO  
POTENTIAL FLOODING.

>> YEAH.

WE HAVE A REALLY GOOD STORY.

I WAS, I GUESS, FORTUNATE TO BE  
SELECTED TO WORK WITH THE  
ENVIRONMENT DEPARTMENT WHEN WE  
DID THE RESILIENCY WORK AND PUT  
OUT THE INITIAL STUDY.

ONE OF THE REASONS I WAS INVITED  
IS BECAUSE I'M INVOLVED IN THIS  
PROJECT.

ONE OF THE OUTCOMES OF THAT  
EFFORT IS THAT THERE WERE TWO

WAYS TO PROTECT THE UNDERPASS IN THE ADJACENT AREAS ALL THE WAY OUT TO CAMBRIDGE AND SOMERVILLE THAT CAN FLOOD THROUGH ONE PROPERTY, PARCELLING A LITTLE BIT TO THE ADJACENT PLAYGROUND. I'M TRYING TO THINK OF THE NAME OF THE BIG COMPANY THERE. SURE.

WE'VE WORKED WITH THE FOLKS THERE, AND WE'VE WORKED WITH OUR DESIGN.

IT'S A TWO-PRONGED EFFORT. NUMBER ONE, WE'RE BUILDING UP THEIR PROFILE OF MAIN STREET GOING BY THAT PROPERTY. AND THAT IS THE VULNERABLE SPOT, SO OVER BY WHERE THE FIRE STATION IS, WE'LL BE TAKING THAT STREET AND RAISING IT SOMEWHERE BETWEEN LIKE MAYBE -- WELL, IT

STARTS OUT AT 0 AND GOES UP TO 2 FEET IN MAYBE SOME PLACES. WE HAVE LOOKED AT THE ADJACENT PROPERTIES.

JUST BY DOING THAT, ANY WATER COMING THROUGH THAT PROPERTY WILL STAY ON THE OTHER SIDE OF MAIN STREET ON THAT PROPERTY. THAT'S BUILT INTO THIS PROJECT TOO.

ADDITIONALLY, THROUGH THE GOOD WORK OF THE ENVIRONMENT DEPARTMENT, THE FOLKS AT THAT PROPERTY HAVE BEEN ENLIGHTENED TO THINGS THEY MIGHT WANT TO DO IN ADDITION TO THAT ON THE EDGE OF THE RIVER, BUT WE'RE NOT GOING TO WAIT FOR THEM TO AGREE TO DO THAT.

WE'RE GOING TO DO WHAT WE CAN DO, WHICH IS RAISE THE PROFILE OF MAIN STREET.

IT IS CONSISTENT WITH WHAT'S RECOMMENDED IN THE ENVIRONMENT'S RESILIENCY STUDY.

>> SO THE PROPERTY WILL ABSORB ANY COST ON DRAINAGE ISSUES THAT HAPPEN BECAUSE OF THE CITY'S WORK?

>> NO.

THE IDEA IS THAT WATER RISES, AND WHEN IT REACHES A CERTAIN

POINT, IT CAN CROSS OVER MAIN STREET TODAY.  
THAT WATER IS GOING TO BE AT HA HEIGHT COMING IN OFF THE RIVER.  
JUST BECAUSE WE SAY YOU CAN'T GO PAST MAIN STREET DOESN'T MEAN -- WE'RE NOT CREATING A FLOODING SITUATION.  
THEY'VE ALREADY GOT IT.  
>> OKAY.  
>> WE'RE NOT GOING TO FLOOD CAMBRIDGE STREET -- I'M SORRY, CAMBRIDGE AND SOMERVILLE AND CHARLESTOWN BECAUSE THEY HAVEN'T BUILT ANYTHING ALONG THE EDGE OF THE RIVER.  
THEY'RE FREE TO DO THAT WHENEVER THEY CHOOSE.  
WE'RE NOT GOING TO BUILD THIS PROJECT WITHOUT TAKING THE MEASURES THAT WE CAN TO PROTECT THEIR COMMUNITY FROM FLOODING.  
>> ALL RIGHT.  
AND ALL THE COST OF DEALING WITH POTENTIAL HIGH WATER TABLE AND FLOODING AS WE'RE REALIGNING EVERYTHING AND DIGGING THE TRENCHES, THAT'S ALL FACTORED INTO THE CONSTRUCTION COST ALREADY?  
>> YES.  
YES.  
>> OKAY.  
SO, JUST IN TERMS OF PUBLIC HEALTH.  
SOME OF THE INFORMATION THAT COMMUNITY MEMBERS AND ADVOCATES HAVE BEEN ALSO RAISING IS THE FACT THAT WITH MORE TRAFFIC AND LESS OF A BARRIER ON THE UNDERPASS OPTION VERSUS THE SURFACE OPTION, WHICH WOULD HAVE A WIDER SPACE FOR TREES AND A LINEAR PARK, IS A SMALLER, LESS OF A BARRIER TO CARS THAT ARE TURNING OUT OF THE UNDERPASS.  
HOW ARE WE THINKING ABOUT EXPOSURE TO RESIDENTS REMEASURING ANYTHING OR MAKING PLANS?  
>> IT WILL BE A BIG IMPROVEMENT FROM WHAT'S OUT THERE TODAY.  
SOMEBODY SAID IT'S NOT EQUITABLE TO GIVE SOMEBODY 50 FEET OF OPEN

SPACE NEXT TO THEIR PROPERTY AND  
SOMEBODY ELSE ONLY 20.

THE 20 DIDN'T EXIST BEFORE.

THAT'S WHAT YOU CAN DO BALANCING  
ALL THE OTHER OBJECTIVES.

YOU'RE GOING TO HAVE THE ENTIRE  
LENGTH OF THE CORRIDOR A  
TWO-LANE BIKE FACILITY, AND THE  
ENTIRE LENGTH OF THE CORRIDOR A  
PEDESTRIAN PASS.

IT IS A NICE OFF THE STREET,  
AWAY FROM TRAFFIC PLACE TO WALK.  
THIS IS NOT A PARK PROJECT.

THIS IS A TRANSPORTATION  
PROJECT.

THAT'S WHERE THE MONEY'S FROM.  
IF SOMEBODY SAID YOU'RE NOT  
BEING EQUITABLE ON EVERYBODY  
GETTING THE SAME PERCENTAGE OF  
PARK SPACE NEXT TO THEIR  
PROPERTY, THEY MIGHT HAVE A CASE  
IF THIS IS WHAT IT STARTED OUT  
AS, BUT THIS IS ONE OF THE  
EXTRAS WE'RE TRYING TO DELIVER  
TO THE COMMUNITY THROUGH A  
TRANSPORTATION PROJECT.

THE OTHER THING IT REMINDS ME,  
TOO, IS WE'RE ABLE TO BECAUSE OF  
THE CONFIGURATION WE'RE DOING IS  
ADD SOME GREEN SPACE TO RUNYON  
PLAYGROUND.

WE'RE GOING TO DO A STRETCH OF  
THAT, AND WE'RE GOING TO WORK  
WITH THE PARKS DEPARTMENT TO SEE  
HOW THEY MIGHT WANT TO USE THAT  
SPACE.

>> OKAY.

ONE MORE QUESTION BEFORE I HAND  
IT OVER.

WHAT IS THE PROJECTED LIFETIME  
OF A REDONE UNDERPASS OPTION?

>> I GUESS -- IF YOU DO AN  
UNDERPASS, WOULDN'T YOU WANT TO  
RETHINK THAT AND DO SOMETHING  
DIFFERENTLY?

>> WHEN DO YOU THINK WE'LL GET  
TO THE POINT TO PLAN MORE  
FEDERAL FUNDS TO --

>> THERE'S NO REASON WHY IT  
CAN'T BE AROUND FOR 80 YEARS.

>> ASSUMING THAT THE SEA LEVEL  
RISE IS UNDER THE TWO-FEET MARK  
AND ALL THAT -- SOME PROJECTIONS  
HAVE IT GOING UP 36 INCHES OR

MORE, AT LEAST ON THE HARBOR  
SIDE IN THE NEXT 75 TO 100  
YEARS.

>> RIGHT.

THAT'S WHERE SOME OF THE WORK  
THAT THE PROPERTY COULD DO TO  
GET A HIGH LEVEL OF PROTECTION  
FOR LONG TERM.

>> THANK YOU.

>> I WANT TO THANK MY COLLEAGUES  
FOR THEIR THOROUGH LINE OF  
QUESTIONING.

I APOLOGIZE FOR BEING TARDY.

I JUST HAD A QUESTION IN TERMS  
OF TIMELINE AND PROCESS.

I JUST WAS CURIOUS AS TO -- I  
THINK THE DEADLINE FOR THIS IS  
JUNE.

ARE THERE ANY COMMITTEE MEETINGS  
THAT ARE SCHEDULED BEFORE THAT  
TIMELINE FOR THAT DEADLINE?

>> YES.

WE WERE JUST UPSTAIRS BEFORE  
THIS MEETING WORKING WITH OUR  
URBAN DESIGN TEAM.

THE NEXT MEETING IS LIKELY TO BE  
IN MARCH WHERE WE HAD THE LAST  
MEETING TWO WEEKS AGO, I THINK.  
MARCH OR APRIL WE'LL BE BACK  
OUT.

TO GET 25% DESIGN, WE WANT TO GO  
BACK TO -- I BELIEVE IT WOULD BE  
ABOUT A YEAR AGO LAST JUNE THAT  
WE REENERGIZED THIS PROJECT.

WE HAD A FAIRLY GOOD FOUR  
MEETINGS OVER THE COURSE OF THAT  
YEAR CULMINATING IN JUNE WITH A  
DECLARATION WE HAD CONCLUDED IT  
WOULD BE A DESIGN WITH AN  
UNDERPASS, TWO UNDERPASSES.

SINCE THEN, WE'VE MOVED INTO THE  
PHASE OF TRYING TO SAY, OKAY,  
IF -- WHAT ARE THE THINGS THAT  
PEOPLE HAVE ON THEIR MINDS ABOUT  
HOW THE PARCELS IN SULLIVAN  
SQUARE SHOULD WORK, HOW THE  
CONNECTIVITY OF THE BIKE  
NETWORKS WOULD BEST SERVE THE  
REGIONAL CONNECTIONS THAT PEOPLE  
WANT TO HAVE.

LIKE, FOR INSTANCE, THIS MORNING  
WE WERE TALKING ABOUT THE PIECE

THAT GOES UP THE MYSTIC RIVER  
RIGHT BEFORE YOU GET TO THE  
OFFICE SUITE BRIDGE AND THE EDGE  
OF THE RIVER AND THEN DCI LINING  
UP MONEY TO CONTINUE THAT.

WE'RE GOING TO HAVE AN OUTWARD  
BIKE FACILITY THAT WILL CONNECT  
YOU RIGHT INTO THAT.

WE'RE ALSO CONNECTING UP TO  
SOMERVILLE.

WE'RE CONNECTING OVER TO  
CAMBRIDGE.

WE'RE CREATING THE POINTS --  
WE'RE LOOKING FOR ANYBODY THAT  
HAS ANY INPUT THAT TELLS US  
WE'VE MISSED SOMETHING OF WHAT  
WE'RE BUILDING WITHIN THIS  
PROJECT AND MAKING IT REGIONALLY  
POWERFUL.

WE'RE LOOKING AT HOW WIDE SHOULD  
THE SIDEWALKS BE, WHERE DO  
PEOPLE ENVISION CIVIC SPACE  
TAKING PLACE ON ALL THE PARCELS  
WE'RE GOING TO CREATE.

WE'RE GOING TO HAVE PLENTY OF  
MEETINGS AFTER THE 25%  
SUBMITTAL.

THAT'S WHEN THE PUBLIC GETS A  
CHANCE TO TALK DIRECTLY TO MASS  
DOT.

BECAUSE WHAT HAPPENS WITH 25%  
DESIGN IS FIRST THERE IS A  
SERIES OF DEPARTMENTAL ENTITIES  
IN THE STATE AND SOME IN THE  
FEDERAL GOVERNMENT THAT WILL  
TAKE A LOOK AT THESE 25%  
DRAWINGS.

THEY MEASURE THIS WAY, THAT WAY,  
AND TELL US WHAT THEY LIKE AND  
DON'T LIKE ABOUT IT.

IN THE MEANWHILE, THE COMMUNITY  
HAS THEIR CHANCE TO TESTIFY AT  
THE 25% DESIGN MEETING, WHICH IS  
VERY IMPORTANT TO MASS DOT AND  
FEDERAL HIGHWAY.

THERE ARE POTENTIAL CHANGES THAT  
COULD BE MADE SUBSEQUENT TO THAT  
25% DESIGN HEARING.

>> OKAY.

>> WE'RE GOING TO HAVE AT LEAST  
ONE MORE MEETING.

AND IN THAT MEETING, THE CONTENT  
IS GOING TO BE ABOUT AN AREA WE  
SPENT THE LAST MEETING, THE AREA



UP IN SULLIVAN SQUARE AREA AND  
RUNYON PLAYGROUND.

WE'RE GOING TO COME BACK AND  
DO -- THE COMMUNITY NEEDS TO  
SHOW US WHAT THEY THINK ABOUT  
DIFFERENT OPTIONS FOR LINEAR  
PARK AND HOW THAT SHOULD BE  
ALLOCATED.

>> I JUST WANT TO MAKE SURE I'M  
CLEAR.

THE DEADLINE IS JUNE, AND YOU'LL  
HAVE AT LEAST ONE MORE MEETING.  
THE PURPOSE OF THAT MEETING IS  
SIMPLY TO TALK ABOUT OUTSTANDING  
CONCERNS RELATIVE TO DESIGN  
SPECIFICALLY AROUND ADVANCING  
THE UNDERPASS.

YOU'RE NO LONGER CONSIDERING  
ANYTHING ELSE.

WE'RE MOVING FORWARD.

WHAT IS HAPPENING AT THIS  
MEETING IS --

>> YEAH.

WE MADE IT VERY CRYSTAL CLEAR,  
AND WE'VE CARRIED WELL IN THE  
LOCAL MEDIA BACK IN JUNE THAT  
WE'VE COME TO THE CONCLUSION  
THAT WE NEEDED TO LOSE THE  
VERSION THAT INCLUDED  
UNDERPASSES.

>> OKAY.

THEN YOU'RE SAYING AFTER THAT  
WHEN IS THE NEXT TIME YOU'LL  
FEEL THERE WILL BE A GREATER  
OPPORTUNITY FOR THE COMMUNITY TO  
WEIGH?

ONE MEETING IN MARCH OR APRIL  
BEFORE JUNE?

>> YEAH, POTENTIALLY A SECOND  
ONE TO COVER EVERYTHING.

>> LET ME GO BACK TO MY OTHER  
QUESTIONS.

I APOLOGIZE IF THESE QUESTIONS  
HAVE ALREADY BEEN ASKED AND  
ANSWERED IN TERMS OF COST.

I WANTED TO MAKE SURE I  
UNDERSTAND ALL THE FUNDING  
MECHANISMS HERE.

YOU HAVE A LARGE SUM OF MONEY  
COMING FROM THE CITY OF BOSTON.  
YOU HAVE CAPITAL DOLLARS THAT  
ARE COMING FROM WIN.

IS THERE A CONTINGENCY PLAN IF  
THEY LOSE THEIR GAMING LICENSE?

>> THE MONEY FOR THIS PROJECT IS NOT WYNN'S MONEY.

IT IS STATE AND FEDERAL DOLLARS TOTALING 152 MILLION.

SHOULD THE MONEY COME INTO US WE'LL HAVE THE OPPORTUNITY TO DO SOME ENHANCEMENTS MAYBE BEYOND THE CURRENT PROJECT. AROUND GOVERNMENT WELL KNOW WHEN YOU'RE AT HIGHER AND HIGHER LEVELS OF REFINEMENT OF YOUR PLAN THE NUMBER IS MORE AND MORE MEANINGFUL.

HOW MUCH IT WILL COST.

>> CAN YOU OFFER SOME OF THOSE NUMBERS IN TERMS OF COST AND ALSO TO COUNSELOR WU'S POINT AROUND MAINTENANCE?

>> THIS WOULDN'T BE A MAINTENANCE BUDGET IT'S CAPITOL CONSTRUCTION.

>> WHAT ARE THE MAINTENANCE COSTS BEYOND.

>> SOME OF THE NUMBERS ARE CLEARER AS YOU GET FURTHER INTO DESIGN.

IF YOU START WITH A CONCEPT THAT IS JUST A NICE GRAPHIC OF, YOU KNOW HEY THERE IS NO, THERE IS A TUNNEL.

THAT DOESN'T GIVE YOU ENOUGH INFORMATION TO START.

WE HAVE PAST THAT LEVEL.

TO HAVE MEANINGFUL NUMBERS BEYOND WHAT WE HAVE NOW.

THE ONES WE HAVE NOW, THEY'RE GOOD NUMBERS.

PROBABLY SUBJECT TO REFINEMENT AS WE GO ALONG.

WE WILL GET CLEARER AND MORE CLARITY.

PEOPLE HAVE TO BUDGET AT A CERTAIN LEVEL BASED ON ASSUMPTIONS OF PAST PROJECTS. AS THIS IS MORE PRECISE THERE WILL BE MORE TIED INTO WHAT WE'RE BUILDING.

>> DO YOU HAVE A NUMBER.

>> 152 MILLION.

YES.

>> I HEARD CONFLICTING FEEDBACK ON WHAT THE NUMBER WAS.

I WANT WANTED TO MAKE SURE THAT WAS CLEAR.

>> THANK YOU, COUNSELOR.  
>> APPRECIATE IT GLAD YOU'RE FEELING BETTER.  
>> THANK YOU.  
>> I WANT TO FOLLOW-UP ON ONE QUESTION FROM COUNSELOR PRESSLEY'S LINE OF QUESTION. THEN I KNOW WE HAVE FOLKS WHO WISH TO TESTIMONY TOO. SO, JIM, GOING BACK TO YOUR COMPARISON OF THE SURFACE VERSUS UNDER PASS OPTION BEFORE YOU MADE THE DECISION TO ABANDON THE SURFACE OPTION. THE EVALUATION WAS UNDER PASS VERSUS, WAS IT A FIVE LINE SURFACE OPTION IS IT THE SPECIFICS I HAVE TO DIG OUT THE PLANS.  
>> IT WAS THE ORIGINAL 2010 PROPOSED OPTION.  
>> I THINK IT WAS AN UPDATED VERSION OF THAT.  
>> WITH MORE LANES?  
>> NO, AS I MENTIONED THERE HAS BEEN A LOT OF GROWTH.  
>> YES.  
>> WHEN WE TOOK THIS BACK WE HAD OUR CONSULTANT MEETING WITH THE PROPERTY -- I'M SORRY THE BOSTON PLANNING AND DEVELOPMENT AGENCY. GOING THROUGH ALL OF WHAT IS HAPPENING IN DEVELOPMENT. YOU KNOW TODAY VERSUS WHAT WE DESIGNED BACK THEN.  
>> I'M CURIOUS IS THE SURFACE ALTERNATIVE VERSUS THE UNDER PASS TO HANDLE IS THIS INCREASED AMOUNT OF TRAFFIC DID YOU LOOK AT A 7 LANE OR 6 LANE OPTION.  
>> WE WOULDN'T WANT A 7 LANE LOAD.  
I DON'T THINK ANYONE CAN LOOK AT YOU STRAIGHT IN THE EYE AND CARE ABOUT THE COMMUNITY AND WANT 7 LANES, THE SURFACE STREETS GOING TRUE THROUGH?  
>> I'M LOOKING AT THE RECOMMENDATION FOR WHAT WAS DRAWN UP.  
SO SEVEN LANES WHICH INCLUDES LEFT TURN LANES ON BOTH SIDES.  
>> THAT'S NOT MY EXPERTISE TO RECALL THE DETAILS THAT WE

LOOKED AT IN THE VARIOUS STAGES.  
I CAN TELL YOU WE HAVE A LIST OF  
OBJECTIVES OF WHAT WE TRIED TO  
ACCOMPLISH IN THIS, RIGHT.  
SUPPORTING ECONOMIC DEVELOPMENT  
IS ONE OF THEM.

THE ONES WE TALKED ABOUT FROM  
DAY ONE THINGS LIKE THE  
PEDESTRIAN ENVIRONMENT, RIGHT.  
ACCESS TO TRANSIT, MAKING THE  
DEVELOPMENT POSSIBLE --  
DEVELOPABLE IN SULLIVAN SQUARE  
AND A COUPLE OF OTHERS NOT ON MY  
MIND NOW --

>> OKAY.

WE THE REPORT WE WERE GIVEN.  
YOU MUST KNOW THE PROFESSOR  
HELPED TO ADVISE THE COUNCIL ON  
THE TRANSPORTATION SERIES OVER  
THE LAST YEAR.

WE KNOW HIM WELL.

HE KNOWS HIS STUFF.

AS COUNSELOR PRESSLEY POINTED  
OUT IT APPEARS WE'RE APPROACHING  
A CRITICAL JUNCTURE TO LOCK IN  
THE DETAILS BEFORE THE NEXT  
PUBLIC MEETING, ETCETERA, .

>> IF I CAN REACT.

WE'RE NOT COMING TO A PRESSURE  
POINT ON TIME.

WE'RE INTO IT.

WE HAVE GONE FROM LAST JUNE AND  
WORKING STRAIGHT THROUGH ON THE  
DESIGN.

WE WOULD LOSE 1 OR 9 MONTHS IF  
WE CHANGED THE KONG SEPTEMBER  
TODAY.

WE WOULD BE BLOWING THE  
SCHEDULE.

>> YES.

I HEAR.

THAT I WANT TO MAKE SURE THE  
PUBLIC HAS A CHANCE TO HEAR YOUR  
FEEDBACK AND YOUR REACTION TO  
POTENTIAL ALTERNATIVE.

IT SOUNDS LIKE MAY OR MAY NOT OF  
BEEN DISCUSSED EARLY.

BEING MINDFUL OF WANTING TO MAKE  
SURE THE CITY KEEPS THEIR PLACE  
IN THE CUE RELATIVE TO OTHER  
PROJECTS THAT WANT TO BE FUNDED.

WE ARE ASKING FOR CONSIDERATION  
IN THE SCHEME OF PLANNING FOR A  
PROJECT THAT WILL LIKELY LAST

POTENTIALLY FOREVER IF IT'S  
MAINTAINED PROPERLY.  
RIGHT.  
SO ANY OTHER QUESTIONS,  
COUNSELOR FLYNN?  
COUNSELOR PRESSLEY?  
THANK YOU, JIM.  
WE WILL BE MOVING TO PUBLIC  
TESTIMONY.  
I HAVE TWO FOLKS SIGNED UP.  
IVY ST. JOHN AND EMMA.  
SO, IF YOU BOTH COULD --  
>> AMY IS NOT HERE.  
OKAY.  
>> SO YOU CAN FEEL FREE TO SPEAK  
AT THESE CUT OUT PODIUMS ON THE  
SIDE.  
>> THIS IS OUR NEW SET UP.  
IVY.  
>> OH BIG GUY IN FRONT.  
LITTLE GUY IN BACK.  
YES, THAT'S THE GOAL.  
>> THANK YOU, VERY MUCH  
COUNSELOR FLYNN, THANK YOU.  
I THINK YOUR QUESTIONS HAVE BEEN  
VERY WELL PUT AND WE'RE GRATEFUL  
FOR YOUR CURIOSITY.  
YOU HAVE THE LETTER.  
I WILL READ THE LETTER AND EMMA  
WILL STATE.  
DEAR CHAIR PERSONS, WE AND THE  
MEMBERS OF THE PLANNING AND  
DEVELOPMENT TRANSPORTATION  
DEVELOPMENT UNDERSTAND THE  
COMMITTEE IS CONSIDERING  
ACCEPTING \$250,000 OF GRANT  
FUNDS TO FUND A PORTION OF THE  
DESIGN CLAUSE FOR -- SULLIVAN  
SQUARE PROJECT.  
-- ACCEPTANCE OF THE FUNDS UNTIL  
A NUMBER OF KEY QUESTIONS ARE  
ANSWERED AND COMMUNITY CONCERNS  
ARE ADDRESSED.  
-- THE COLLISION HAS BEEN IN  
EXIST INSURANCE.  
WORKING ON THE PROJECT SINCE  
201-0679 FOR MANY OF US LIVING  
IN CHARLES TOWN A LONG TIME THE  
PLANNING ON THIS CORRIDOR HAS  
GONE BACK TO THE MIDDLE 90s  
TOO.  
WE HAD A PROCESS IN THE MIDDLE  
90s THAT UNFORTUNATELY DIDN'T  
GET IMPLEMENTED.

SO WE'RE BACK TO SQUARE ONE.  
OUR GOAL THROUGH THE PROCESS HAS  
BEEN TO WORK WITH THE CITY TO  
CRAFT A PLAN MAXIMIZING BENEFITS  
FOR THE NEIGHBORHOOD, CITY OF  
BOSTON, REGION AND MINIMIZE  
COSTS.

INCLUDING DOLLARS AND NEGATIVE  
IMPACT.

WE UNDERSTAND THE BOSTON  
TRANSPORTATION DEPARTMENT HAS  
INDICATED A LEVEL OF URGENCY OF  
THE PROJECT NOW.

THE TRUTH IS THERE IS ONE  
OPPORTUNITY TO GET THE PROJECT  
RIGHT.

WE ANTICIPATE PUBLIC INVESTMENT  
OF 160 PH +\*L DOLLARS.

THAT TH +\* WAS QUOTED AT THE  
PUBLIC MEETING ON  
JANUARY 24th.

WE BELIEVE ALL -- MUST BE  
EXPLORED TO INSURE DESIGN FOR  
THE BEST OUT COME AND ONE THAT  
IS ULTIMATELY BUILT.

AS ARE YOU AWARE IN 2013 THE  
CITY DECIDE TO PROCEED WITH THE  
SURFACE DESIGN REMOVING THE  
EXISTING UNDER PASS AND REBUILD  
THE ROADWAY FROM NORTH  
WASHINGTON STREET BRIDGE TO THE  
ALFRED STREET BRIDGE.

THIS WAS REOPENED IN LATE 2016  
TO ANALYZE THE POTENTIAL TRAFFIC  
IMPACTS.

IN NOVEMBER 2017 AFTER NO  
COMMUNITY PROCESS, IT WAS  
ANNOUNCED THE CITY CHANGED THEIR  
POSITION AND SELECTED A DESIGN  
REBUILDING THE TWO UNDER PASSES  
AS A PREFERRED UNDER PASS.

WE HAVE COMMUNICATED WITH THE  
CITY OFFICIALS, PLANNING GROUP  
AND MORE ON MANY OCCASIONS.  
PLEASE FIND BACKGROUND MATERIALS  
AND CORRESPONDENCE ATTACHED TO  
THIS LETTER.

AMONG QUESTIONS AND CONCERNS  
THAT ARE UNADDRESSED.

THE MOST RECENT PROCESS --  
EXPLORE THE SURFACE OPTIONS.  
ALTHOUGH THE DEPARTMENT HAS  
INSISTED THAT SURFACE DESIGN IS  
NOT POSSIBLE.

THE PROFESSOR IF OF NORTHEASTERN UNIVERSITY HAS PROVEN IT'S POSSIBLE AND THE VEHICLE MOVEMENTS WOULD BE BETTER SERVED IN THE CITY'S PREFERRED UNDER PASS DESIGN.

HE FOUND PH-LT APPROXIMATELY ASPECTS OF THE UNDER PASS DESIGN UNSAFE FOR PEDESTRIANS AND VIOLATION OF MASS DOT.

PLEASE SEE ATTACHMENT B.

FROM NEIGHBORHOOD PERSPECTIVE THE DIFFERENCE BETWEEN THE TWO IS TRAUMATIC.

-- NOT JUST OPEN SPACE WE'RE TALKING ABOUT A NEIGHBORHOOD BUFFER HERE FOR RESIDENTS ON WASHINGTON STREET, BALDWIN STREET, AND ON RUTHERFORD AVENUE.

FROM A NEIGHBORHOOD PERSPECTIVE THE DIFFERENCE BETWEEN THE TWO IS DRAMATIC.

21 FEET OF OPEN SPACE ON THE NEIGHBORHOOD SIDE.

TEN FEET MORE THEN THERE IS TODAY.

COMPARED TO 49 PLUS FEET.

IT'S IMPORTANT TO NOTE THAT PROFESSOR USED EXACTLY THE SAME TRAFFIC COUNT AND TRAFFIC ASSUMPTIONS IN HIS ANALYSIS THAT BTD HAD USED.

HIS FINDINGS ON AUSTIN STREET CALL INTO QUESTION THE ANALYSIS AT SULLIVAN SQUARE AT ALL.

BTB HAS NEVER SHOWN THE COMMUNITY OF ESTIMATES OF COST OF DESIGN OR CONSTRUCTION OF THE UNDER PASS DESIGN, AND NOT COMPARED IT TOLDT CROSS OF THE SURFACE DESIGN.

THE SAME IS TRUE FOR ON GOING MAINTENANCE ON BOTH OPTIONS.

WE'RE NOT AWARE OF ANY BOSTON TRANSPORTATION DESIGN PROCESS THAT DIDN'T MAKE COST INFORMATION AVAILABLE TO THE PUBLIC DURING THE COMMUNITY PROCESS IN THE PAST.

WE ARE VERY CONCERNED THAT THE CONSTRUCTION COST DIFFERENTIAL MAYBE IN THE TENS OF MILLIONS OF DOLLARS.

ON GOING PHAEUPBTD NANS COSTS  
ARE LIKELY TO BE HIGHER WITH A  
UNDER PASS THEN WITHOUT.

THE EXISTENCE OF A UNDER PASS  
NEGATIVELY AFFECTS THE POTENTIAL  
OF THE AREA.

NOT ONLY DOES THIS REDUCE THE  
JOBS AND HOUSING BUT AFFECTS THE  
CITY REVENUES THROUGH TEACHER  
PROPERTY TAXES.

LAST MONTH THE CHARMS TOWN  
NEIGHBORHOOD EXPERIENCED  
FLOODING ON THE WATERFRONT, NAVY  
YARD AND BALDWIN STREET.

THIS IS SUBJECT TO INCREASED  
FLOODING DUE TO SEA LEVEL RISE.

CONSTRUCTION UNDER PASSES IN  
SUCH A LOW CATION IS NOT  
CONSISTENT WITH THE CITY'S  
CODES.

COULD PUT DRIVERS AND PUBLIC  
SAFETY PERSONNEL AT RISK IN THE  
FUTURE.

BTD NEVER PUBLICLY COMPARED THE  
TWO ALTERNATIVES AS THEY RELATE  
TO THE STATED GOALS.

THOSE INCLUDE IMPROVING  
PEDESTRIAN CONNECTIONS, SAFETY  
TO THE STATION, OPEN SPACE,  
PROVIDING OPEN SPACES FOR  
DEVELOPMENT AMONG OTHERS.

IF SUCH A COMPARISON WAS  
RELEASED WE BELIEVE THE SURFACE  
DESIGN WOULD BE BETTER.

WE APPRECIATE VERY MUCH THE  
OPPORTUNITY TO APPEAR BEFORE THE  
COMMITTEE AT A FUTURE DATE AND  
OFFER MORE EXTENSIVE TESTIMONY  
DECIDING THIS LODGE EQUITY AND  
THE TECHNICAL ANALYSIS PERFORMED  
ON NORTHEASTERN UNIVERSITY.

WE RESPECTFULLY ADDRESS YOU  
DELAY THE AUGUST R +\*EUT  
WRITIZATION OF ADDITIONAL  
FUNDING UNTIL SUCH A TIME.  
THANK YOU FOR YOUR TIME AND  
ATTENTION.

>> THANK YOU, IVY.

>> I REPRESENT 400 PEOPLE WHO  
HAVE SIGNED THE PETITION.  
YOU HAVE A COPY OF THE PETITION.

>> GREAT.

THANK YOU.

>> NO QUESTIONS.



>> NO QUESTIONS FROM ME.  
>> I WOULD LIKE TO POINT OUT  
THAT THE -- BUILDING IS NOT THE  
COMPANY THAT OWNS, IT'S THE -- -  
COMPANY.  
THEY OWN FROM THIS BUILDING DOWN  
TO THE PROPERTY.  
IT'S A VERY LARGE PIECE OF  
PROPERTY.  
THE CITY IS RAISING OF THE INNER  
INTERSECTION DOES TRAP FLOODING  
ON THE PROPERTY.  
IT DOES NOT ALLOW IT TO DRAIN  
EFFECTIVELY.  
>> THANK YOU.  
>> EMMA.  
>> YES.  
I LIVE AT 41 UNION STREET IN  
CHARLES TOWN FOR THOSE NOT  
FAMILIAR THAT'S RIGHT NEAR THE  
AUSTIN STREET INTERSECTION.  
-- THANK YOU FOR YOUR TIME AND  
QUESTIONS.  
IT SHOWED ARE YOU PAYING  
ATTENTION AND YOU'RE LISTEN TO  
GET CONCERNS THE COMMUNITY HAS  
RAISED.  
I THINK, I HAVE JUST A COUPLE OF  
THINGS TO SAY PERSONALLY FOR ME  
IN ADDITION TO THE LETTER THAT  
IVY READ.  
AS A CITIZEN I THINK ONE OF THE  
MOST DISHEARTENING THINGS YOU  
CAN EXPERIENCE IS WHEN YOU FEEL  
LIKE DECISION THAT'S AFFECT YOUR  
HOME AND YOUR NEIGHBORHOOD AND  
YOUR QUALITY OF LIFE ARE MADE,  
YOU KNOW, IN BACK ROOMS WITH A  
POLITICAL AGENDA ATTACHED TO  
THEM.  
WITHOUT KIND OF APPROPRIATE DATA  
AND TECHNICAL ANALYSIS.  
MAYBE IN SOME SENSE IN SPITE OF  
WHAT THAT DATA AND TECHNICAL  
ANALYSIS SAYS.  
YOU KNOW, CASE AND POINT OVER  
TURNING A DECISION THAT WAS THE  
RESULT OF YOU KNOW LENGTHILY AND  
AUTHENTIC COMMUNITY PROCESS IN  
2010 THROUGH 2013.  
THROUGH YOU NOW A PROCESS I  
DON'T THINK ANYONE IN THE  
COMMUNITY HAS SAID IS AUTHENTIC  
OR MEANINGFUL.

RIGHT AFTERWARDS HERE COMES  
PETER AND HE DEMONSTRATES NOT  
ONLY IS HE ABLE TO BETTER  
SATISFY THE COMMUNITY'S GOAL BUT  
THE DESIGN OF THE AUSTIN STREET  
INTERSECTION.

HE'S ACTUALLY BETTER ABLE TO  
SOLVE THE CITY'S GOALS AS WELL  
WITH RESPECT TO VEHICULAR  
CAPACITY AND THE METRICS THAT  
THE CITY IS USING.

THE LAST THING I WOULD EVER DO,  
RUTHERFORD -- AS IVY NOTED THIS  
HAS BEEN A ISSUE FOR A VERY LONG  
TIME.

I THINK IT'S IMPORTANT TO THINK  
OF THE ENTIRE STRETCH NOT JUST  
SULLIVAN SQUARE.

I NOTICED SOME OF THE QUESTIONS  
WERE ASKED, THERE WAS AN ANSWER  
JUST ABOUT SULLIVAN SQUARE.

I DEFINITELY THINK THERE IS A  
MERIT TO SULLIVAN SQUARE AND  
AUSTIN STREET LOOKED AT  
SEPARATELY.

THE PLAN AFFECTS US DIFFERENTLY  
ON THE ROUTE.

THIS HAS BEEN GOING ON FOR A  
VERY LONG TIME INDEPENDENT OF  
THE CASINO.

INDEPENDENT OF THE OTHER  
DEVELOPMENT IN THE AREA LIKE  
NORTH POINT.

MUCH OF WHICH HAS BEEN ON THE  
BOOKS FOR A VERY LONG TIME.

THE LAST THING I WOULD WANT IS  
FOR THE CITY NOT TO ACCEPT FUNDS  
FROM THE GAMING KPEUGS.

THIS IS AN AREA THAT NEEDS STUDY  
AND DESIGN WORK.

I WOULD APPRECIATE THIS COUNCIL  
AND COMMITTEE ASKING TOUGH  
QUESTIONS ABOUT, YOU KNOW WHAT  
EXACTLY MAY THROW US OFF OF THE  
TIME LINE.

I QUESTION THAT SPENDING A  
LITTLE ADDITIONAL TIME  
PARTICULARLY TO REVIEW THE  
DESIGN THAT THE PROFESSOR HAS  
SUGGESTED.

I QUESTION THAT THREAT ENDS  
FUNDING ON THE BOOKS FOR A  
WHILE.

I IMAGINE THIS HAPPENS WITH

TRANSACTION POOR STATION  
PROJECTS ALL THE TIME.  
THEY'RE CONSTANTLY IN FLUX.  
THE MPO WOULD UNDERSTAND THAT.  
YOU KNOW I THINK, I CERTAINLY  
WOULD APPRECIATE SOME SORT OF  
HEARING OR YOU KNOW OPPORTUNITY  
FOR THE PUBLIC TO COMMENT, SOME  
SORT OF YOU KNOW TRUE ANALYSIS  
OF WHAT PROFESSOR HAS PUT  
FORWARD.  
IS IT TO ME A VIABLE OPTION.  
ALL BE WITH MORE TRAFFIC LANES.  
EXCUSE ME THE UNDER PASSES ARE  
SUCH A INEFFICIENT USE OF SPACE.  
MORE TRAFFIC LANES TO CARRY MORE  
VEHICULAR CAPACITY.  
WE GET A BETTER INTERSECTION FOR  
THE PEOPLE LIVING IN THE AREA.  
SO, I YES THAT WOULD BE MY  
REQUEST.  
THIS COUNCIL GIVE THE COMMUNITY  
A OPPORTUNITY HAVE A HEARING ON  
THAT PROPOSAL WHERE WE CAN GIVE  
IT THE CONSIDERATION THAT IS  
DUE.  
>> THANK YOU.  
THANK YOU, VERY MUCH.  
TP-RB  
>> SO WITH NO FURTHER COMMENT  
FROM MY COLLEAGUES THIS HEARING  
ON DOCKET 1039 HAS BEEN  
ADJOURNED.