

;;;BCC A 181210

AND WELCOME TO THE BOSTON CITY COUNCIL CHAMBER.

MY NAME IS MICHELLE WU.

I AM THE CHAIR ON PLANNING, DEVELOPMENT, AND TRANSPORTATION.

WE'RE HERE FOR A HEARING ON TWO DOCKETS.

SO WE'LL TAKE THEM EACH SEPARATELY IN A SLIGHTLY -- ACTUALLY PRETTY VARIED TOPICS. THE FIRST ONE WILL BE DOCKET #1539, MESSAGE AND ORDER FOR THE CONFIRMATION OF THE APPOINTMENT OF JEFFREY GONYEAU AS AN ALTERNATE MEMBER OF THE BOSTON LANDMARKS COMMISSION FOR A TERM EXPIRING ON JUNE 30, 2021.

AND THE SECOND WILL BE DOCKET #1538, MESSAGE AND ORDER AUTHORIZING THE CITY OF BOSTON TO ACCEPT AND EXPEND THE AMOUNT OF \$200,000 IN THE FORM OF A COMMUNITY MITIGATION FUND TRANSPORTATION PLANNING GRANT FROM THE MASSACHUSETTS GAMING COMMISSION, TO BE ADMINISTERED BY THE BOSTON TRANSPORTATION DEPARTMENT.

I'D LIKE TO HE ARE MIND EVERYONE THAT THIS PUBLIC HEARING IS BEING RECORDED AND BROADCAST LIVE

ON COMCAST CHANNEL 8, RCN 82, AND VERIZON 1964 AND STREAMED ONLINE.

I THINK THOSE WHO ARE PLANNING ON TESTIFYING KNOW THE DRILL BUT PLEASE STATE YOUR NAME, ADDRESS AND AFFILIATION AT START OF ITSELFING.

SO AGAIN WE WILL START WITH THE LANDMARKS APPOINT CONFIRMATION FIRST.

THE CITY COUNCIL'S ROLE HERE IS TO IN SOME WAYS INTERVIEW AND GET TO KNOW THE APPOINTEES AND CONFIRM THE MAYOR'S APPOINTMENTS TO THE LANDMARKS.

WE HAVE HERE THE APPOINTEE CIVIL AS WELL AS ROSEANNE FOLEY FROM THE LANDMARKS COMMISSION. SO, IF EITHER ONE OF YOU WOULD LIKE TO -- JEFFREY, WOULD YOU LIKE TO INTRODUCE YOURSELF AND TELL A LITTLE BIT ABOUT YOUR BACKGROUND AND INTEREST IN THIS PARTICULAR ROLE AND THEN IF ROSEANNE WANTS TO CHIME IN AFTER THAT --

>> SURE.

MY NAME'S JEFFREY GONYEAU. I'VE BEEN A DORCHESTER RESIDENT SINCE 1997.

SO, 21 YEARS NOW.

AND I ACTUALLY HAVE WORKED IN PRESERVATION HERE IN BOSTON SINCE -- IN A PROFESSIONAL CAPACITY SINCE ABOUT 2001 WHEN I BEGAN WORKING AT HISTORIC BOSTON INCORPORATED.

AND I WORKED THERE AT THAT NONPROFIT DEVELOPER HISTORIC BUILDINGS MANY OF WHICH WERE CITY-OWNED COMPANIES.

SO THEY DO GREAT JOB OF TURNING THINGS AROUND IN THE COMMUNITY.

AFTER 13 YEARS AT HBI, I BEGAN CONSULTING ON MY OWN ABOUT FIVE YEARS AGO TO HELP SAVE AND RESTORE ANOTHER LANDMARKS BUILDING IN DORCHESTER ALL SAINTS CHURCH.

AND ABOUT THREE YEARS AGO, I BEGAN WORKING AT PRESERVATION MASSACHUSETTS WHICH IS THE STATEWIDE HISTORIC NONPROFIT ADVOCACY ORGANIZATION.

AND I THINK MY INTEREST IN BECOMING AN ALTERNATE COMMISSIONER OF THE LANDMARKS COMMISSION COMES OUT OF THE FACT THAT MY INTRODUCTION TO PRESERVATION WAS COMMUNITY BASED.

SO -- IT WAS ACTUALLY WHEN I GOT TO KNOW ROSEANNE WAS TO HELP GET A BOSTON LANDMARKS RESTORED, THE PB SCARE CLOCK, WHICH WAS GREAT -- SQUARE CLOCK, WHICH WAS A GREAT PROJECT.

YOU THINK SOMETHING LIKE THAT -- AN OVER 100-YEAR-OLD STREET

CLOCK WOULD SEEM LIKE AN  
OBSOLETE PIECE OF CITY  
FURNITURE, BUT, IN FACT, PEOPLE  
WERE REALLY UPSET THAT IT WASN'T  
WORKING.

SO WE GOT IT WORKING AGAIN.

AND EYE AMAZED THAT, EVEN WHEN  
PEOPLE HAVE WATCHES AND CELL  
PHONE TONE TELLS THEM WHAT TIME  
IT IS, THEY GET UPSET IF THE  
CLOCK IS SLOW OR FAST.

THAT'S WHAT REALLY GOT ME HOOKED  
INTO HISTORIC PRESERVATION  
PARTICULARLY AT A  
COMMUNITY-BASED LEVEL AND THE  
REST IS HISTORY, SO TO SPEAK.

>> THANK YOU.

ROSEANNE, COULD YOU TALK LITTLE  
BIT ABOUT THE ROLE AND WHAT  
MAKES FOR AN IDEAL COMMISSIONER?

>> SURE.

JUST -- I HAVE TO SAY WE'RE  
DELIGHTED TO HAVE JEFFREY  
GONYEAU NOMINATED FOR THIS  
VACANCY.

IT'S BEEN VACANT FOR A NUMBER OF  
YEARS FOR SOME REASON.

AND HAVING AN ALTERNATE FOR OUR  
CHAIR WILL BE A GREAT ADDITION  
TO THE COMMISSION.

WHAT THE BOSTON LANDMARKS  
COMMISSION DOES AND WE DO HAVE  
NINE OTHER COMMISSIONS THAT  
OVERSEE HISTORIC DISTRICTS IN  
BOSTON, THE LANDMARKS COMMISSION  
HAS PURSUE OVER THE INDIVIDUAL  
LANDMARKS IN BOSTON WHICH  
INCLUDE EVERYTHING FROM THE  
BLAKE HOUSE IN DORCHESTER TO  
FRANKLIN PARK.

WE HAVE A WIDE RANGE OF  
LANDMARKS THAT ARE IN NEED OF  
DESIGN REVIEW.

SO, JEFF BRINGS TO THE TABLE A  
GREAT UNDERSTANDING OF HOW THE  
LANDMARKING PROCESS HELPS TO  
IMPROVE THE CITY AND IS AN  
ADDITION TO THE ECONOMIC LIFE OF  
THE CITY AS WELL.

SO --

>> GREAT.

SO, IN TERMS OF THE ALTERNATE  
ROLE, DOES THAT -- DOES IT COME  
INTO PLAY OFTEN?

IS IT IF YOU NEED QUORUM OR SORT OF, YOU KNOW, NEXT OPENING FOR COMMISSIONER?

DOES THAT TEND TO BE A PIPELINE?

>> SO, IF ANYONE WANTS TO LEAD THE STATE LAW THAT GUIDES OUR WORK, THE MEMBER ALTERNATE RULES ARE DISCUSSED IN THERE PRETTY EXTENSIVELY, BUT BASICALLY, IT'S A WAY FOR IF LEN DOES NEED TO TAKE BREAK ONCE IN A WHILE FOR SOME REASON, JEFF CAN STEP IN TO HELP WITH THE VOTE AND ENSURE THAT THERE IS A QUORUM.

HOWEVER, HE CAN ATTEND EVERY COMMISSION HEARING AND SOMETIMES HE MAY VOTE AND SOMETIMES NOT DEPENDING ON WHO ELSE IS PRESENT.

>> GOT IT.

JEFF, HAVE YOU BEEN PRESENT AND INVOLVED WITH LANDMARKS COMMISSION MEETINGS ALREADY?

>> NOT IN THIS CAPACITY BUT IN MY PAST WORK WORK I'VE ATTENDED MANY HEARINGS AND HAVEN'T ABOUT PART OF THE PROCESS OF NOMINATING NEW PROPERTIES TO BECOME BOSTON LANDMARKS, SOME SUCCESSFULLY, WHICH IS GREAT, AND SOME NOT SUCCESSFULLY OR SOME PENDING.

BUT, YES, I HAVE.

I'M FAMILIAR WITH THAT PROCESS.

>> IS THERE ANY FACET OF THE PROCESS THAT YOU WOULD RECOMMEND CHANGING OR -- I MEAN, CERTAINLY WE'RE BOUND BY DIFFERENT TYPES OF ORDINANCES AND LAWS AND REGULATIONS, BUT IF YOU HAD FULL REIN TO DO WHATEVER, TO IMPROVE THE LANDMARKING PROCESS WHAT WOULD MANY SO OF YOUR RECOMMENDATIONS BE?

>> I THINK THE TOP ONE WOULD BE IS THERE'S A VERY LONG LIST OF PENDING LANDMARKS THAT NEED STUDY REPORTS COMPLETED SO THAT THAT PROCESS CAN BE COMPLETED. SO, I'M NOT SURE THAT MANY PEOPLE UNDERSTAND OUTSIDE OF THE NITTY-GRITTY OF THIS WORLD THAT THERE'S A LIST OF WHATEVER THE NUMBER IS, OVER 100 BOSTON

LANDMARKS.

YET, THERE'S THIS BACKLOG OF MANY, PROBABLY AS MUCH, AS MANY AS AS LARGE AS THAT LIST THAT BECAUSE OF THE LACK OF RESOURCES TO HAVE THOSE STUDY REPORTS COMPLETED AND THE LACK OF STAFFING CAPACITY TO BE ABLE TO PUSH THOSE OVER THE LINE.

THEY'RE SORT OF FLOUNDERING A BIT.

AND SO, THAT WOULD BE SOMETHING THAT I WOULD RECOMMEND WOULD BE TO HAVE THE CITY GIVE THE LANDMARKS COMMISSION THE RESOURCES TO HELP WITH THAT BACKLOG BECAUSE THOSE ARE -- THEY'VE BEEN DEEMED TO BE -- THOSE RESOURCES HAVE BEEN DEEMED TO HAVE SIGNIFICANCE TO THE CITY AND WITHOUT THE RESOURCES TO PUSH THEM OVER THE LINE, THAT'S A REAL CHALLENGE.

>> OKAY.

GOT IT.

AND THEN ANY OTHER RECOMMENDATIONS FOR HOW LANDMARKS ARE CONSIDERED OR ANYTHING ELSE AROUND THE PROCESS?

>> I THINK THAT THERE'S A LOT OF -- THE LANDMARKS COMMISSION HAS SHOWN A LOT OF FLEXIBILITY IN WHAT THEY WILL CONSIDER TO BE LANDMARKS.

AND I KNOW WE HAVE THE RECENT CASE OF THE SITGO SIGN WHICH WAS -- SITGO SIGN WHICH WAS A COMPLICATED CASE YOU AND THE FACT THAT A SIGN MIGHT JOIN THAT LIST IS INTERESTING AS THE FACT THAT THE BREAKHOUSE WHICH WAS BUILT IN 1668 IN DORCHESTER, BOSTON'S OLDEST SURVIVING HOUSE, IS ALSO ON THAT LIST.

SO THE FACT THAT PEOPLE ARE WILLING TO CONSIDER A WIDE RANGE OF THINGS TO BE ENTERED INTO THE CITY'S LIST OF ITS MOST HIGHLY PROTECTED HISTORIC RESOURCES, I THINK, IS VERY INTERESTING AND IMPORTANT.

>> GOT IT.

SPEAKING OF THE SITGO SIGN, WHAT IS THE -- WHAT IS THE LATEST IN TERMS OF THE POSSIBILITY FOR

FUTURE LANDMARKING?  
ANDCY KNOW THAT THERE WAS A VETO  
OF THE LANDMARKS COMMISSION'S  
COMMISSION BUT DOES THAT  
PRECLUDE FUTURE CONSIDERATION OF  
STATUS?

WOULD IT JUST NEED TO BE STARTED  
FROM THE BEGINNING IN TERMS OF  
THE PROCESS?

>> IT DOESN'T PRECLUDE FUTURE  
LANDMARKING EFFORTS, AND WE -- I  
WANT TO SAY WE'RE DELIGHTED THAT  
THE SIGN WILL BE PRESERVED WHERE  
IT IS FOR A LENGTHY PERIOD OF  
TIME.

WE DON'T HAVE TO WORRY ABOUT  
THAT.

WE CAN MOVE ON TO SOME OF THE  
LANDMARKS THAT JEFF HAS  
MENTIONED.

BUT, YEAH, IN THE FUTURE, SURE,  
WE COULD MOVE FORWARD TOWARD  
LANDMARKING AGAIN.

>> AND THE CURRENT AGREEMENT IS  
FOR -- WAS IT FOR 30 YEARS OR SO  
OR --

>> CORRECT.

OKAY.

OKAY.

IN TERMS OF THE COUNCIL'S ROLE  
IN ALL THIS, I MEAN, WE -- IN MY  
FIVE YEARS ON THE COUNCIL, I  
DON'T -- I THINK THERE MIGHT  
HAVE BEEN JUST ONE OR TWO VOTES  
THAT WE'VE ACTUALLY -- THAT HAVE  
ACTUALLY COME TO US IN TERMS OF  
APPROVING A LANDMARKS -- I DON'T  
KNOW IF IT'S EVEN BEEN TWO.

SO, IS THERE ANY -- WOULD -- ANY  
COMMENTARY ON COUNCILORS' ROLE  
OR FAMILIARITY OR POTENTIAL FOR  
US TO BE MORE INFORMED AND  
EDUCATED AT LEAST ABOUT THE  
PROCESS OF IT HAPPENING ON THAT  
SIDE?

>> THE LANDMARKS STAFF WOULD BE  
DELIGHTED TO COME AND PRESENT  
ABOUT OUR WORK JUST TO  
FAMILIARIZE EVERYONE WITH THAT.  
AND ALSO FOCUSING ON SOME OF THE  
ISSUES SUCH AS THE PENDING  
LANDMARKS LIST.

WE'LL ACTUALLY HAVE A HEARING  
TOMORROW NIGHT WHERE WE'LL BE

DISCUSSING OUR WORK PLAN WHICH IS PLACE WHERE THE COMMISSION PRIORITIZES WHICH PENDING LANDMARKS GET THE NEXT STUDY REPORTS AND HOW TO HANDLE THAT. SO, WE'RE LOOKING AT NEXT YEAR AS BEING A GOOD YEAR TO PARTNER ON BEING A LITTLE BIT MORE ASSERTIVE ABOUT HOW WE DO OUR LANDMARKING.

>> AND I THINK, FROM A COUNCILORS' KIND OF DAY-TO-DAY WORK, MOST OF THE PETITIONS ARE -- ONLY TEN PEOPLE NEED TO SIGN A PETITION AND SUBMIT THEM. IF COUNCILORS COULD PAY ATTENTION TO WHAT'S GOING ON IN THEIR DISTRICTS TO UNDERSTAND WHAT HISTORIC RESOURCES MIGHT BE LOCATED THERE THAT ARE IN DANGER IN SOME WAY OR COULD BENEFIT FROM THE PROTECTION OF LANDMARKS STATUS, THEN IT PAYS TO KEEP THEIR EARS OPEN, BECAUSE IT OFTEN COP COMES FROM THE CITIZENS AND CONSTITUENTS.

>> THANK YOU.

I WANT TO RECOGNIZE THAT MY COLLEAGUE LYDIA EDWARDS HAS JOINED US AND SPEAKING OF THE NEXT YEAR AND BEING MORE ASSERTIVE, I KNOW COUNCILOR EDWARDS HAD FILED A HEARING ORDER SPECIFICALLY ABOUT HISTORIC PRESERVATION THAT IS STILL IN THE DOCKET.

SO, COUNCILOR EDWARDS, DO YOU HAVE ANY QUESTIONS FOR JEFFREY GONYEAU?

>> NO, AND I ACTUALLY -- I REALLY APPRECIATE YOUR COMMENTS COMING IN SPECIFICALLY ABOUT COMMUNITY-DRIVEN INITIATIVES. I KNOW IN THE NORTH END, WE'RE LOOKING AT A COMMUNITY-DRIVEN INITIATIVE.

I THINK THE SIGNATURES -- OR THE PETITION MAY HAVE BEEN SUBMITTED RECENTLY, SPECIFICALLY TALKING ABOUT THE HISSERO CENTER AND HOW WE CAN DO THAT.

WHEN WE'RE TALKING ABOUT COMMUNITY-DRIVEN INITIATIVES, WHETHER THERE'S A WORKBOOK OR

WORK UNDERSTANDING THATSO THAT  
PEOPLE ARE JUST RANDOMLY AS  
DEVELOPERS HAVE SAID TO ME  
CONTRIBUTE TRY TO PRESERVE  
SOMETHING LAST MINUTE TO STOP  
DEVELOPMENT VERSUS TRULY  
PRESERVING THE CHARACTER OF THE  
NEIGHBORHOOD, WHICH I FULLY  
SUPPORT, MAKING SURE OUR  
HISTORIC PRESERVATION IS AT THE  
FOREFRONT OF ALL COMMUNITY  
MEMBERS.

SO WE DON'T WANT THIS TO BE SEEN  
AS RESTORED AGAINST ANYTHING,  
MORE OF A SHIELD OF TO PROTECT  
THE CARE OF OUR NEIGHBORHOOD SO  
I'D LOVE TO CONTINUE TO HAVE THE  
CONVERSATION ABOUT THAT.

>> I THINK THAT'S THE STRUGGLE  
WITH PRESERVATION ALL THE TIME  
AND HOW WE CAN BE MORE  
PROHACTIVE INSTEAD OF REACTIVE.  
AND I THINK YOU HIT THE NAIL ON  
THE HEAD WITH --

>> UH-HMM.

THANK YOU.

>> ALL RIGHT.

THANK YOU.

SO THAT'S ALL THE QUESTIONS THAT  
WE HAVE ON THIS SIDE.

AND WE'LL OPEN IT UP TO PUBLIC  
TESTIMONY TO COMMENT ON THE  
APPOINTMENT OR THE NOMINATION.  
SO WE'LL START WITH GREG GAYLOR.

>> GOOD MORNING.

I'M GREG GAYLOR, THE EXECUTIVE  
DIRECTOR OF THE BOSTON  
PRESERVATION ALLIANCE.

WE'RE OBVIOUSLY IN DIALOGUE AND  
TESTIFYING IN FRONT OF THE  
COMMISSION ON A VERY REGULAR  
BASIS INVOLVED WITH MANY OF THE  
ISSUES THAT CAME UP EARLIER.  
WE SUPPORT MANY OF THE COMMENTS.  
I JUST WANT TO SAY BRIEFLY JEFF  
HAS BEEN A COLLEAGUE AND A GREAT  
COMMUNION MEMBER AND ALIGNMENT  
INFORMANT IN TERMS OF WHAT'S  
GOING ON IN THE DORCHESTER AND  
OTHER NEIGHBORHOODS SINCE I  
ARRIVED AT THE ALLIANCE ABOUT  
SIX YEARS AGO.

HE BRINGS A GREAT PERSPECTIVE  
ACTIVISM THROUGH STATEWIDE WORK



AND HE'S BEEN BOTH A PRACTITIONER IN TERMS OF ALL THE SPECIFIC PROJECTS.

HE'S MENTIONED HE WORKED WITH ALL SAINTS CHURCH AND KNOWING THE NITTY-GRITTY OF HOW A PRESERVATION PROJECT WORKS.

AND I THINK THAT'S A REALLY HELPFUL PERSPECTIVE TO ADD TO THE LANDMARKS COMMISSION.

SO PRESERVATION ALLIANCE IS VERY SUPPORTIVE OF HIS NOMINATION AND LOOK FORWARD TO WORKING WITH HIM.

THANK YOU.

>> THANK YOU, GREG.

THAT'S ALL IN TERMS OF PUBLIC TESTIMONY THAT WE HAD SIGNED UP UNLESS ANYONE ELSE IS MOVED TO JOIN.

THEN, WITH THAT, WE'LL CONCLUDE THE FIRST HALF OF THE HEARING.

THANK YOU SO MUCH, JEFFREY AND

THANK YOU SO MUCH, ROSEANNE.

FEEL FREE TO STAY IF YOU LIKE

BUT I KNOW YOU'RE VERY, VERY BUSY.

SO WE'LL THEN SHIFT TO THE SECOND DOCKET.

SO LET ME JUST READ THATING DOET INTO THE RECORD ONCE MORE.

DOCKET #1538, MESSAGE AND ORDER AUTHORIZING THE CITY OF BOSTON TO ACCEPT AND EXPEND THE AMOUNT OF \$200,000 IN THE FORM OF A COMMUNITY MITIGATION FUND TRANSPORTATION PLANNING GRANT FROM THE MASSACHUSETTS GAMING COMMISSION, TO BE ADMINISTERED BY THE BOSTON TRANSPORTATION DEPARTMENT.

THE GRANT WILL FUND ENGINEERING AND DESIGN SERVICES FOR THE RECONSTRUCTION OF SULLIVAN SQUARE/RUTHERFORD AVENUE IN CHARLESTOWN.

>> WE HAVE WITH US JIM GILLOOLY, JIM, WOULD YOU FEEL FREE TO MAKE ANY STATEMENT OR TELL US ABOUT THIS PARTICULAR GRANT?

>> SURE.

THANK YOU, COUNCILOR.

I'M HAPPY TO REPORT THIS WOULD BEAT SECOND TIME WE'VE RECEIVED

MONEY FROM THE GAMING  
COMMISSION.

THE GAMING COMMISSION HAS A VERY  
KEEN INTEREST IN SEEING A  
PROJECT THAT WE'RE WORKING ON  
THE RUTHERFORD/SULLIVAN SQUARE.  
SO THEY'VE BEEN VERY OPEN TO OUR  
APPLICATIONS, ONE LAST YEAR FOR  
250,000 AND THE NEW ONE THIS  
YEAR FOR 200,000 TO HELP SUPPORT  
THE COSTS THAT THE CITY WOULD BE  
INCURRING TO DO THE DESIGN OF  
THE RUTHERFORD/SULLIVAN SQUARE  
PROJECT.

THE PROJECT IS MOVING ALONG  
SWIFTLY, AND WE HAVE A  
\$1,503,000,000 IN FUNDING FROM  
BOTH FEDERAL AND STATE SOURCES  
THAT WILL ALLOW TO ADVERTISE  
THE PROJECT IN FEDERAL FISCAL  
YEAR 2020.

AND THE CONSTRUCTION WOULD  
START IN 2021 AND LAST FOR ABOUT  
FOUR YEARS.

AND THIS PROJECT IS GOING TO  
HELP SUPPORT ALL OF THE ECONOMIC  
DEVELOPMENT WHILE BEING A MAJOR  
ADVANCE IN TERMS OF PUBLIC  
SAFETY, IN TERMS OF PEDESTRIAN  
ACCESS TO THE "T" STATIONS,  
BUYSACLE FACILITIES THAT ARE  
GOING TO RUN UP BOTH SIDES OF  
THE CORRIDOR AND ACTUALLY  
CONNECTING TO THE REGIONAL  
NETWORK OF BICYCLING.

AND ENHANCEMENT TO PUBLIC OPEN  
SPACE AND ALSO IT WILL CREATE  
SOME VERY ADVANTAGE AGES  
OPPORTUNITIES IN THE WAY OF  
TRANSIT ORIENTED DEVELOPMENT  
ESPECIALLY IN THE SULLIVAN  
SQUARE AREA, ALSO SUPPORTING THE  
DEVELOPMENTAL ALONG THE CORRIDOR  
ITSELF, THE LENGTH OF  
RUTHERFORD.

WE'LL BE SEEING EXPANSIONS OF  
RYAN PLAYGROUND AND WE'LL BE  
DOING SOME GOOD WORK IN TERMS OF  
RESILIENCY.

IT'S AN INTERESTING SUBNOTE TO  
THIS, BUT IT'S A VERY IMPORTANT  
PIECE OF THE PROJECT THAT A  
PIECE OF MAIN STREET WHERE YOU  
PASS THE FIRE STATION AND YOU'RE

NEXT TO THE RAIL THAT COMES OUT OF THE PROPERTY, WE'LL BE RAISING THAT THREE FEET AT ITS LOWEST POINT.

AND THAT'S GOING TO BUY US ABOUT 30 YEARS OF PROTECTION FOR FLOODING THAT OTHERWISE WOULD COME OFF OF THOSE PROPERTIES.

SO, WE'VE BEEN LOOKING VERY CLOSELY ON RESILIENCE AND WAY WE'RE DESIGNING THIS PROJECT AND THAT'S A KEYNOTE THAT WILL SAVE A LOT OF AGGRAVATION FROM FLOODING OFF OF THE MYSTIC RIVER.

THE OTHER GOOD NOTE TO BRING TO YOUR ATTENTION IS THAT IN ADDITION TO HAVING OTHER SOURCES OF FUNDS, FEDERAL AND STATE DOLLARS, FOR CONSTRUCTION, WE'VE ALSO MANAGED TO GET THE EARMARKS THAT ARE LEFT OVER FROM A BUYGON AREA WHICH IS LONGER IN WASHINGTON, D.C., TRANSPORTATION EARMARKS BUT THERE WERE SOME THAT ARE LEFT OVER, AND WE'RE ABLE TO USE THE FEDERAL EARMARKS THAT REMAIN FOR THIS PROJECT FOR 80% OF THE COST OF DESIGN.

SO THE GOOD NEWS HERE IN SUMMARY IS THAT WITH THESE GRANTS, WE'RE NOT ONLY COVERING THE FIRST 80% OF OUR DESIGN COSTS, BUT WE'RE ALSO TAKING A BIG BITE OUT OF THE REMAINING 20% THAT IS UPON THE CITY TO PAY.

TYPICALLY, ON A PROJECT THAT GOES THROUGH THE STATE SYSTEM WHERE WE'RE USING THE FEDERAL DOLLARS, THERE'S AN OBLIGATION FOR THE MUNICIPALITIES TO PAY 100% OF THE DESIGN COSTS.

SO, WE'VE MANAGED TO SAVE THE CITY A SUBSTANTIAL AMOUNT OF MONEY, AND WE'LL PROBABLY WIND UP PAYING SOMETHING APPROXIMATELY 10 TO 15% OF THE DESIGN COSTS AS OPPOSED TO 100% BY THE COMBINATION OF THE FEDERAL EARMARKS AND THESE GAMING GRANTS.

WITH THAT, I'D BE OPEN TO QUESTIONS.

>> THANK YOU, JIM.

COUNCILOR EDWARDS?

>> THANK YOU.

AND THANK YOU, JIM, FOR ALL YOUR WORK, MAKING YOURSELF READILY AVAILABLE, ANSWERING QUESTIONS AND THINGS LIKE THAT.

SO, JUST WALK ME THROUGH THE TWO DIFFERENT TRACKS.

I KNOW THAT WE GET SEVERAL FUNDS WHEN THEY'RE GIVEN HERE FOR SULLIVAN SQUARE.

IS THAT SPECIFICALLY RUTHERFORD AVE. AND THEN WE'RE GETTING FUNDS FOR THE CASINO AS WELL. BOTH ARE -- GO AHEAD.

>> OH, SURE.

SO, -- EXCUSE ME -- SPEAKING OUT TO THE DESIGN COSTS --

>> THE -- BOTH ARE GOING TO THE SAME POT TO DESIGN SULLIVAN SQUARE AND --

>> RIGHT.

-- RUTHERFORD AVENUE.

SO I'M GOING TO LEAVE OFF TO IDENTIFY THE 350 MILLION IN CONSTRUCTION COSTS.

>> YEP.

TO BUILD IT.

WE'RE NOT TALKING ABOUT THAT YET.

>> THE DESIGN AT THIS MOMENT IS 80% OF -- WE HAVE ENOUGH FEDERAL EARMARKS IN THE FEDERAL EARMARKS CAN COVER 80% OF DESIGN.

IF YOU -- THE KEY TO GETTING THAT EARMARK TO COVER DESIGN IS THEY ALSO NEED TO BE ABLE TO POINT TO THE FACT THAT THE CONSTRUCTION COSTS ARE COVERED.

>> RIGHT.

SO WHEN WE ACCOMPLISH THAT, IT FREED US UP TO USE SOME OF THE REMAINING FEDERAL EARMARK MONEY TO COVER 80% OF THE DESIGN.

SO, THE FEDERAL GOVERNMENT STILL WOULD REQUIRE 20% MATCH.

>> OKAY.

AND THAT MATCH IS ON THE CITY AS OPPOSED TO 100% OF THE DESIGN COST.

WE'RE DOWN TO JUST 20% OF THE DESIGN COST, AND AS WE SECURE 250,000 FROM THE GAMING

COMMISSION LAST YEAR, THAT WAS ABLE TO OFFSET THE CITY'S OTHERWISE PORTION OF THE DESIGN COSTS, THAT 20%.

>> SO THE 20 -- WHEN YOU SAID IT'S 10 TO 15% NOW, IT'S BECAUSE OF THE OFFSETS FROM --

>> CORRECT.

-- FROM THE CASINO.

OKAY.

>> CORRECT.

RIGHT NOW YOU KNOW TRAFFIC IS A MAJOR ISSUE.

THE SULLIVAN SQUARE, THE CORRIDOR AND I GET A LOT OF CALLS ABOUT THAT, AND ONE OF THE THINGS WE'RE WONDERING SINCE THIS GRANT IS GOING TO BE -- IS THERE ANY WAY TO LEVERAGE SOME OF THOSE FUNDS TO HELP WITH THE CROSSWALKS HAVE BEEN ONE OF THE BIGGEST ISSUES THAT PEOPLE AREN'T SEEING THEM.

THEY'D LIKE TO HAVE THEM REDONE OR PAINTED OVER.

I DON'T KNOW IF POLICE DETAIL, IS THERE ANY WAY -- THE MITIGATION IS ABOUT THE GROWING PAINS OF THE MOMENT AS WELL AS ULTIMATELY THE REWARD FOR WORKING WITH WHATEVER THE CASINO AND WORKING WITH THE FEDERAL GOVERNMENT OR THE CASINO.

HOW ARE WE LEVERAGING OR ARE WE AT ALL LEVERAGING TO GET MORE RESOURCES RIGHT NOW FOR THE FOLKS WHO ARE STUCK IN TRAFFIC EVERY SINGLE DAY?

>> I'D SAY A COUPLE THINGS ABOUT THAT.

FIRST, I HAVE TO GIVE YOU THE DISCIPLINING AS THIS WAS A PLANNING GRANT, IT CAN'T BE FOR THOSE TYPES OF THINGS.

SO THIS PARTICULAR MONEY CAN'T GO TO POLICE DETAILS ACROSS -- AT THIS POINT.

IT'S SPECIFICALLY FOR PLANNING, WHICH WILL COVER DESIGN OF A PROJECT OF THIS NATURE.

BUT WHAT'S HAPPENING RIGHT NOW, IT'S IMPORTANT TO REMEMBER, THE WIND MITIGATION IS TAKING PLACE RIGHT NOW.

AND SOME OF THE THINGS THAT THAT'S DOING INCLUDING WE ASKED THEM SEVERAL MONTHS BACK TO REFRESH THE CROSSWALKS AND THEY DID THAT AS THEY HAD THE CONSTRUCTION WORK TAKING PLACE AROUND SULLIVAN SQUARE. A MAJOR ADVANCE IN TRAFFIC MANAGEMENT IS GOING TO TAKE PLACE THROUGH THE WORK THAT THEY'RE DOING, BECAUSE TODAY WHERE THE RAMP TO ROUTE 1 EXISTS OFF OF RUTHERFORD, A LOT FURTHER SOUTH FROM SULLIVAN SQUARE, THAT'S THE FURTHEST WE HAVE NOW TO CONNECT ANY TRAFFIC SIGNALS IN THIS -- OUT IN THE FIELD TO THIS BUILDING, TO OUR TRAFFIC MANAGEMENT CENTER ON THE SEVENTH FLOOR.

WE PREVAILED UPON WIND AND THEY GRACIOUSLY ACCEPTED OUR ASK TO PUT CONDUIT AND CONNECT FIBER CABLES AND COPPER CABLES FROM THAT POINT AT THE RAMP TO ROUTE 1 AND TO CONTINUE IT UP THROUGH SULLIVAN SQUARE AND THEN OVER TO CAMBRIDGE STREET WHERE THE ON RAMP/OFF RAMP IS, AND ALSO TO THE OTHER SIDE THEY'RE GOING TO CONTINUE THAT CABLE --

>> 30 MINUTES, 29 SECONDS --

SORRY.

THEY'RE GOING TO CONTINUE THAT CONDUIT AND CABLE LITERALLY RIGHT TO AND ACROSS THE ALFRED STREET BRIDGE AND OVER TO THE OTHER SIDE OF THE MYSTIC WHERE WE'RE GOING TO CONNECT TO ABOUT FOUR MORE INTERSECTIONS.

>> IN EVERETT?

SOME OF THEM ARE IN REFERRET. AND A COUPLE OF THEM ARE IN BOSTON.

THAT'S A DELIBERATE EFFORT TO IGNORE PROPERTY -- YOU KNOW, MUNICIPAL LINES BECAUSE WE DO IT WITH BROOKLINE.

WE DO IT TO MAKE -- YOU KNOW, TO MAKE SURE THAT WE CONNECT A LOGICAL CORRIDOR TOGETHER. WE TALKED TO EVERETT, ASKED THEM IF THEY'D BE OPEN TO THAT. AND THEY SAID THAT WOULD BE

GREAT.

SO PART OF IT IS TO DO THE  
MAINTENANCE OF TRAFFIC ON A  
CORRIDOR LIKE THAT THAT'S GOING  
TO BE CRITICAL TO GET TRAFFIC  
MOVING ALONG THAT CORRIDOR  
SMOOTHLY AND DOWN RUTHERFORD  
SMOOTHLY.

SO, WE'LL HAVE --

>> COORDINATING THE LIGHTS.

YES.

THAT'S WHAT IT IS IS LIKE  
COORDINATION ACROSS IMMUNITY  
PAMENTS -- MUNICIPALITIES FROM  
THE SEVENTH FLOOR TO YOU'LL BE  
ABLE TO CONTROL THE LIGHTS IN  
EVERETT.

>> YEAH, JUST A COUPLE OF THEM,  
JUST TO GET A BUNCH OF  
TRAFFIC --

>> THREE BLOCKS AFTER THE  
BRIDGE.

>> JUST TO MAKE SURE THAT WE'RE  
KEEPING THINGS SMOOTH IN BOSTON  
BY MAKING IT SMOOTH A LITTLE BIT  
PAST THE BORDER.

WE HAVE A NUMBER OF SIGNALS THAT  
ARE CONNECTED TO OUR TRABS  
CENTER THAT ARE OWNED BY OTHER  
JURISDICTIONS, FOR INSTANCE,  
MASS DOT SIGNALS, DCI SIGNALS,  
MASSPORT SIGNALS.

SO WHEN WE GET INTO A SITUATION  
WHERE WE'RE TRYING TO MANAGE  
TRAFFIC BEST FOR THE RESIDENTS  
AND PEOPLE WHO ARE PASSING  
THROUGH BOSTON, WE WANT TO MAKE  
SURE THAT WE THINK IF THERE'S  
ONE OR TWO ACROSS THE BORDER,  
WE'RE OPEN TO CONNECTING THEM  
TOO TO MAKE IT WORK WELL.

OR IF IF THEY'RE IN THE CARE AND  
CUSTODY AND OWNERSHIP OF A STATE  
AGENCY, IT DOESN'T MATTER TO US,  
BECAUSE IT DOESN'T MATTER TO THE  
PUBLIC, THAT THEY'RE GOING  
THROUGH A CORRIDOR.

AND WE'D HATE TO HAVE SOMEBODY  
TRAVEL DOWN A CORRIDOR AND SAY,  
WELL, WE'RE NOT GOING TO FIX  
THAT PROBLEM BECAUSE IT'S OWNED  
BY DCI OR MASS DOT.

>> RIGHT.

SO AND YOU EXPECT THIS KIND OF

COORDINATION TO BE COMPLETED  
WHEN?

>> IN JUNE.

OF NEXT YEAR?

AND THEN HOW DOES COORDINATION  
WORKING WITH THE ALFRED STREET  
BRIDGE, THEY'RE WORKING ON THAT.

>> YEP.

AND ALSO WITH THE WASHINGTON  
STREET BRIDGE WORKING ON THAT.

>> YEAH.

HOW'S THE COORDINATION GOING?

SO --

WE'RE GETTING MITIGATION  
WHICH IS GREAT FOR ONE OF THE  
MAJOR VEINS INTO BOSTON, HOW --  
I MEAN, TALKING ABOUT  
COMMUNICATION WITH THE STATE AND  
WHATNOT, TELL -- YOU KNOW, HELP  
US -- GIVE US A QUICK UPDATE --

>> HOW ARE WE --

IT HAS TO BE.

RIGHT?

>> WE HAD A SITUATION WHERE  
THERE'S A LOT OF MOVING PARTS --

>> MASSIVE.

-- AND WE HAVE TO KEEP TABS  
ON IT ALL AND TO MAKE  
ADJUSTMENTS.

FIRST THING, THE NORTH  
WASHINGTON STREET BRIDGE, WHEN  
THAT WAS BEING NEGOTIATED IN  
TERMS OF WHAT THE CONTRACT WOULD  
SAY, WE ASKED MASSDOT AND THEY  
AGREED TO -- THERE'S PROBABLY  
ABOUT 20 SIGNALS -- I'M SORRY --  
20 TRAFFIC CAMERAS THAT ARE  
GOING TO BE MANAGED AND KEPT  
FUNCTIONING AND FEEDBACK TO OUR  
TRAFFIC CENTER SO WE CAN SEE  
THAT BY THE CONTRACTOR TO MAKE  
SURE THAT THOSE ARE RUNNING IN  
BOTH THE AREAS ON BOTH SIDES OF  
THE BRIDGE BUT ALSO OVER BY THE  
SCIENCE MUSEUM, THROUGHOUT  
THE -- THROUGHOUT THE AREA WHERE  
THE TRAFFIC IMPACTS ARE GOING TO  
SPREAD.

>> OKAY.

SO WE'VE GOT A BUNCH OF  
CAMERAS THAT WILL HELP US KEEP  
TABS ON WHAT'S GOING ON.  
THERE'S AN OBLIGATION IN THAT  
CONTRACT THAT THE COMMUNICATIONS



WHICH ARE GOING TO BE CRITICAL  
THAT GO OVER THAT BRIDGE  
MAINTAINED ALL THROUGH THE  
CONSTRUCTION SO THAT WE DON'T  
LOSE THE ABILITY TO USE THE  
TOOLS WE'RE BUILDING NOW UP IN  
SULLIVAN SQUARE AREA AND OTHER  
PARTS OF CHARLES TOUNT WHERE WE  
HAVE CONNECTIONS ALREADY PLUS  
THE TWOS, WE'RE GOING TO HAVE.  
THERE'S AN OBLIGATION FOR A  
CONSTANT RELOOK AT HOW THE  
TRAFFIC SIGNALS ARE SET TO  
OPERATE AND NOT JUST AT BOTH  
ENDS OF THE BRIDGE BUT SEVERAL  
OTHER INTERSECTIONS IN THE AREA  
SO THAT WE KNOW THAT THERE'S A  
LIKELIHOOD THAT A LOT OF PEOPLE  
WILL USE AN ALTERNATIVE ROUTE,  
FOR INSTANCE, OVER THE GILMORE  
BRIDGE AND DOWN THROUGH LEVERAGE  
CIRCLE AND THAT'S A WAY TO --  
THE PEOPLE ARE GOING TO BE  
ENCOURAGED THROUGH SIGNAGE TO  
THINK ABOUT THAT USE.  
THEY'RE NOT GOING TO BE REQUIRED  
TO USE IT, BUT WE'RE GOING TO  
KEEP A CLOSE EYE ON THE  
CORRIDORS LIKE THAT THAT PEOPLE  
MIGHT CHOOSE AS AN ALTERNATIVE.  
GOING UP TO THE ALFRED STREET  
BRIDGE, THAT WORK WILL BE DONE  
AT THE END OF MAY.  
SO THAT WILL BE BEHIND US.  
AND THAT'S A GOOD THING.  
THAT WILL BE BACK TO ITS FULL  
CAPACITY.

>> OKAY.

BECAUSE IT'S JUST, YOU KNOW,  
WHAT I THINK A LOT OF PEOPLE ARE  
CONCERNED ABOUT IS, AS WE  
IMPROVE IN ONE, ARE WE REALLY  
JUST PUSHING THE HEADACHES ON TO  
FURTHER ON DOWN THE LINE.

>> RIGHT.

SO TO HAVE A CONSTANT  
UNDERSTANDING OF HOW THE  
IMPROVEMENTS ARE ALSO GOING DOWN  
THE LINE TOO AND BEING  
COORDINATED IS VITAL FOR OUR  
QUALITY OF LIFE AT THIS POINT.

>> RIGHT.

AND THAT'S ONE OF THE REASONS  
WHY WE HAVE -- I THINK SOME OF

THE PEOPLE AT MASSDOT THINK OF MY MIDDLE NAME AS VIDEO CAMERA, TRAFFIC CAMERA, BECAUSE EVERY TIME WE HAVE A CONVERSATION ABOUT ANY OF THESE PROJECTS, ONE OF THE FIRST THINGS I WANT TO DO IS MAKE SURE THAT WE'VE GOT VISIBILITY.

WE CAN SEE WHAT'S GOING ON IN THE AREAS THAT ARE GOING TO BE IMPACTED.

AND MASSDOT'S BEEN VERY GOOD IN HELPING US BUILD OUR -- PROBABLY 550 CAMERAS WE CAN LOOK AT NOW.

SO IT REALLY HELPS TO BE ABLE TO -- AND TO SEE PROBLEMS THAT MIGHT BE BREWING.

>> RIGHT.

WE'VE HAD TO CALL OVER ON A COUPLE OF THE PROJECTS WE MENTIONED AND MAKE SURE THAT THEY KNOW, HEY, WAIT A MINUTE, YOU KNOW, YOU GAVE US A PLAN TO SET UP THE TRAFFIC IF A CERTAIN WAY.

YOU DIDN'T DO IT.

WE SEE IT RIGHT HERE FROM CITY HALL.

SO, WE ALSO HAVE THAT TYPE OF A ROLE OF KEEPING A CLOSE EYE AND MAKING SURE THAT, NUMBER ONE, THE PLAN FOR THE TRAFFIC MANAGEMENT IS SET UP IN A WAY THAT WE FEEL IS THE BEST IT CAN BE DONE UNDER THE CIRCUMSTANCES OF ALL THAT CONSTRUCTION TAKING PLACE BUT, SECONDLY, WE'RE ALWAYS LOOKING FOR BETTER.

WE HAVE SOME TALENTED PEOPLE UP IN BTB'S TRAFFIC MANAGEMENT CENTER AND THEY COME UP WITH IDEAS TOO AND LET US KNOW WHAT WE MIGHT BE PUSHING FOR.

>> JUST TWO LAST POINTS.

ONE, COULD YOU ADDRESS THAT YOU'VE GOT A PUBLIC SAFETY EMERGENCY VEHICLES AND GETTING STUCK IN TRAFFIC AND HOW -- THAT'S THE BIGGEST CONCERN I THINK PEOPLE HAVE.

IF THEY GO TO GET SOMEBODY AND THEY NEED TO GET THEM TO MGH, THEY NEED TO GET THEM OUT OF CHARLESTOWN, THAT'S WHAT I REPRESENT, OTHER AREAS WOULD BE

CONCERNED, BUT MGH IS A REGIONAL HOSPITAL BUT FOR ME I'M LOOKING AT CHARLESTOWN.

TO GET THEM OUT OF THERE, IF THEY'RE COMING FROM THE BUNCHER HILL STREET AND THEY'RE HITTING THIS VEIN OF TRAFFIC ON RUTHERFORD AVE., THAT'S A HUGE, HUGE ISSUE.

I'VE GOTTEN AN EMAIL OF SOMEONE WHO WAS STRUCK IN TRAFFIC IN THE AMBULANCE.

SO THAT'S ONE THING I'D LOVE FOR YOU TO ADDRESS AND HOW BTT -- BTD IS WORKING ON THAT, AND THE OTHER ONE IS, YOU BROUGHT UP RESILIENCY, AND I DO APPRECIATE THAT ANALYSIS, BUT I CAN ALREADY HEAR AND SEE THE EMAILS COMING IN ABOUT RESILIENCY AND THE UNDERPASS AND LOOKING AT PREPARING FOR A FUTURE HERE IN BOSTON.

SO, THEY'RE KIND OF BIG, I UNDERSTAND.

BUT I JUST -- YOU BROUGHT UP SAFETY AND RESILIENCY SO I WANTED YOU TO TOUCH ON THAT.

>> NO, ABSOLUTELY.

SO, FIRST OFF, WE ALWAYS GET THE PUBLIC SAFETY AGENCIES INVOLVED IN THE PLANNING TO MAKE SURE THAT IF THEY'RE SPOTTING SOMETHING THAT WE'RE NOT SPOTTING, SO, THE PLANS DEVELOPED WITH THEIR SOLID INPUT, WE'VE HAD PROBABLY A HALF A DOZEN MEETINGS IN THE LAST SIX MONTHS WHERE PUBLIC SAFETY AGENCIES, EMS, FIRE, POLICE HAVE BEEN AT THE TABLE AS WE GOT CLOSER TO UNLEASHING THE WORK ON THE OUT -- NOT THE WASHINGTON STREET BRIDGE AND THEY HAVE DARK THEY HAVE -- WE KEEP AN EYE ON THE TRAFFIC WITH AN EYE TOWARDS IT -- YOU KNOW, WE DON'T WANT THAT HAPPENING.

WE DON'T WANT FOLKS GETTING STUCK.

BUT THE OTHER PLAYER THAT'S GOT A KEY ROLE IS THE POLICE FOR THE DETAIL MANAGEMENT, AND TO MAKE SURE THAT THEY CAN KEEP

INTERSECTIONS IN A BUSY AREA  
FROM GETTING GRIDLOCKED.  
AND I THINK IF WE KEEP THE  
GRIDLOCK, THE EMERGENCY VEHICLES  
CAN GET AROUND THE OTHER TRAFFIC  
ON THE RUNS AND AS LONG AS THEY  
CAN GET THROUGH THE  
INTERSECTIONS AND SO IT'S A  
COMBINATION OF GOOD PLANNING,  
THE POLICE BEING IN POSITION AND  
ALL THE GOOD INPUT WE GET FROM  
THE PUBLIC SAFETY AGENCIES.  
>> SO THE PUBLIC SAFETY AGENCIES  
HAVE LOOKED AT THIS PLAN, HAVE  
OKAYED THE PLAN AND THE  
PROCESS --  
>> YES.  
OKAY.  
YEP, YEP.  
BUT WE ALWAYS KNOW THAT THE BEST  
LAID PLANS ARE GOING TO NEED TO  
BE TWEAKED AND SO WE'LL  
CONSTANTLY BE IN CONVERSATION  
WITH THOSE AGENCIES AS MUCH AS  
THEY HAVE ANY ISSUES.  
NOW, RECENTLY THE KC OVERPASS  
PROJECT, WE HAD -- AND SOMETHING  
SIMILAR IS PROBABLY GOING TO  
HAPPEN ON -- SOMETHING LIKE THE  
NORTH WASHINGTON BRIDGE, BUT AS  
THINGS GOT REALLY HEAVILY UNDER  
CONSTRUCTION, WE HAD THE LOCAL  
CAPTAIN OR HIS REPRESENTATIVE ON  
A WEEKLY CONFERENCE CALL, AND SO  
WE KIND OF ADJUST HOW MANY --  
HOW FREQUENTLY WE WOULD NEED TO  
TALK IF THERE WAS ANY SENSE OF  
TROUBLE.  
AND SO, WE DO THAT WITH THE  
STATE POLICE, THE MBTA POLICE,  
FOR INSTANCE.  
AND THAT ONE THAT WAS A GROUP OF  
PARTANTS ON THAT BECAUSE OF THE  
MBTA STATION INVOLVED.  
AND SO WE WOULD HAVE REGULAR  
CONFERENCE CALLS.  
IN FACT, I THINK I'M DUE FOR ONE  
THE MIDDLE OF THIS WEEK TO -- AS  
THINGS ARE WRAPPING UP OVER  
THERE.  
SO WE DO -- WE USE THAT STRATEGY  
TOO TO JUST STAY IN TOUCH TO  
MAKE SURE THAT NOTHING'S BEING  
LOST BECAUSE WE'RE MAKING

ALLIONS THAT IT SEEMS LIKE ALL'S  
QUIET BUT MAYBE IT ISN'T, SO WE  
WANT TO HEAR FROM PEOPLE.  
IT'S FUNNY HOW YOU START WITH A  
BIG LONG LIST, DCR, MASSDOT,  
O&S, ALL THE CITY AGENCIES, AND  
THEN YOU CAN JUST FEEL IT THAT  
PEOPLE STOP CALLING IN.  
AND YOU GO, THINGS ARE GOING ALL  
RIGHT.

YOU KNOW?

IT'S GOOD.

WHEN THEY'RE ALL CALLING IN, YOU  
KNOW WE'VE GOT MORE WORK TO DO.  
AS FAR AS THE RESILIENCY AND THE  
ISSUE OF THE UNDERPASS, FOR  
INSTANCE, I THINK THAT KEEPING  
FLOODING OUT OF THE AREA FROM  
THE MYSTIC RIVER IS THE KEY FOR  
RESILIENCY AND WE'RE MAKING THAT  
MEASURE BY DOING A RAISING OF  
MAIN STREET.

THE OTHER THING THAT -- AS WE  
WATCH OUR FLEX FROM CLIMATE  
CHANGES THAT YOU GOT THE HEAVY  
STORMS.

NOW, THE GOOD NEWS IS, I LIKE  
THE CURRENT UNDERPASS, WHICH HAS  
IT'S ISSUES, AND IT'S SOMETHING  
THAT OCCURRED OVER YEARS AND  
YEARS WHERE THE -- FOR  
WHATEVER -- I'M NOT AN EXPERT ON  
THE AREA, BUT SOMETHING THAT AS  
OLD AS THAT ONE HAS PROBLEMS  
MAYBE WITH BROKEN PIPES AND THE  
DRAINAGE ISN'T WORKING QUITE  
RIGHT.

BUT THIS WOULD ALL BE BRAND-NEW  
DRAINAGE SO THAT THE EXTENT OF A  
HEAVY RAINSTORM THAT PRODUCES A  
LOT OF WATER, IT WILL BE HANDLED  
BY THE EQUIPMENT THAT WILL BE IN  
THIS -- I WOULD -- I WOULD SAY,  
YOU KNOW, AS A FOR INSTANCE, WE  
WOULDN'T WANT TO BRING THE I-93  
BACKUP TO THE SURFACE BECAUSE  
WE'RE AFRAID IT MIGHT FLOOD SOME  
DAY.

WE WANT TO MAKE SURE IT DOESN'T  
FLOOD.

WE WANT TO MAKE SURE THAT --  
BECAUSE THAT'S SO IMPORTANT.  
YOU'VE GOT THE GREENWAY AND ALL  
OF THE DEVELOPMENT THAT'S

HAPPENED IN BOSTON AROUND TAKING AND TRANSFORMING THAT PART OF THE CITY, WHICH CAME WITH AN UNDERPASS OR A TUNNEL, WE JUST HAVE TO MAKE SURE THAT IT'S DESIGNED PROPERLY SO THAT IT CAN KEEP UP WITH ANY KIND OF HEAVY RAINSTORMS.

>> WELL, I THINK ALSO PART OF THAT CONVERSATION -- OR AGENCY I'D LIKE TO SEE BE PART OF THIS IS THE SEWAGE COMMISSION.

AS YOU MAY BE AWARE, WE HAD FLOODING IN CHARLESTOWN ON LOWER BALDWIN AND IT BACKED UP THE SEWAGE, RAW SEWAGE INTO PEOPLE'S HOMES.

AND SO THAT WAS A COORDINATION -- OR A COMBINATION OF THE -- THAT ISSUE.

I'M ALSO CONCERNED WITH IF WE HAVE A LOT OF SNOW AND THEN IT SUDDENLY MELTS, BUT -- AND THAT'S PRETTY FAR.

I WOULD -- FAR FROM THE MYSTIC. THIS IS A DIFFERENT KIND OF FLOODING.

>> SURE.

THIS AREA IS FILLED.

RIGHT?

THERE'S A RIVER UNDER IT.

I GUESS THE MYSTIC IS FLOWING SOMEWHERE DEEPER UNDER.

SO AS WE'RE BUILDING THESE TUMS -- I DON'T KNOW IF WE'RE GETTING DEEPER, WHAT WE'RE DOING, BUT THERE'S A BODY OF WATER MOVING THERE.

>> SURE.

SO THE COORDINATION WAS BOSTON WATER AND SEWAGE --

>> YES.

, AND I WOULD LIKE TO SEE A LIST OF SEVERAL AGENCIES THAT THERE'S COMMUNICATION WITH THEM AS WELL.

>> ABSOLUTELY.

I -- I -- I SHOULD NOT HAVE LEFT THEM OUT OF THE LIST.

WATER AND SEWER IS A FUNDAMENTAL PARTY.

WE JUST MET WITH THEM AND EVER SOURCE FOR INSTANCE JUST THE OTHER DAY, BECAUSE AS WE DO

THINGS IN, FOR INSTANCE, WE TAKE THE CITY'S CURRENT PARKING LOTS OVER THERE.

THERE'S GOING TO BE -- THE NEW STREET GRID IS GOING TO GO ACROSS A PORTION OF OUR PARKING LOTS.

THINGS ARE GOING TO SHIFT, AND IT'S GOING TO RE-CREATE THE SHAPE OF THE REMAINDER PARCEL SO THEY'RE MORE BENEFICIAL FOR DEVELOPMENT.

AS WE DO THAT, WE HAVE TO HAVE EVERSOURCE PUT THEIR UTILITIES UNDER NOT WHERE THE STREETS ARE TODAY BECAUSE THEY'RE --

EVERSOURCE HAPPENS TO BE SIMULTANEOUSLY PUTTING IN A NEW TRANSMISSION LINE UP TO WOOFEN. FROM MYSTIC TO WOOFEN.

AND IT'S GOING TO GO TO SULLIVAN SQUARE.

THAT'S GOING TO BE NEEDING TO NOT BE UNDER WHERE THE STREET IS TODAY BECAUSE FOR FUTURE MAINTENANCE PURPOSES, WE WANT IT UNDER THE STREET OF THE FUTURE.

SO IT'S GOING TO BE SHIFTED TO WHERE THE STREET WILL BE.

AS THAT CONVERSATION TAKES PLACE WITH EVERSOURCE, WATER AND SEWER IS RIGHT AT THE TABLE.

>> OKAY.

WE NEED WATER AND SEWER TO BE ABLE TO DO ALL OF THEIR DRAINAGE AND A LOT OF NEW DRAINAGE IS GOING TO BE CREATED UNDER ALL OF THE STREETS, RUTHERFORD UP THROUGH SUL VANL SQUARE, ALL OF THEIR SYSTEMS ARE LOOKING AT AND -- LOOKED AT AND MADE TO FIT WITH THE NEW STREET SYSTEM AND MODERNIZED TO THE EXTENT THAT THAT'S NEEDED TOO.

>> OKAY.

AND NONE OF THIS -- OR DO ANY OF THESE CONVERSATIONS REQUIRE WORK OR COORDINATION WITH NATIONAL GRID WITH THE LOCKOUT WHICH WOULD ASSUME --

>> GRID RESOURCES THROUGH THERE. EVERSOURCE --

>> JUST MAKING SURE.

NO.

I'LL DOUBLECHECK THAT.

>> ACTUALLY, WE'RE CONCERNED IF THERE'S -- BECAUSE WE'RE STILL DEALING WITH A LOCKOUT AND THOSE ISSUES.

>> YEAH.

TRYING TO MAKE SURE THAT -- WELL, I HAD CONSTITUENTS WHO CAN'T GET BASIC THINGS RIGHT NOW BECAUSE OF WHAT'S GOING ON THERE.

>> YEAH.

I'LL DOUBLECHECK THAT AND LET YOU NO HE IF THEY'RE INVOLVED.

>> THANK YOU.

E GOOD NEWS WOULD BE, KNOCK ON WOOD, THE RIGHT THING WILL HAPPEN IN THE NEXT FEW MONTHS AND WAY BEFORE THE PROJECT GETS ADVERTISED FOR CONSTRUCTION.

>> OKAY.

THANK YOU.

>> THANK YOU, COUNCILOR.

SO, JIM, JUST TO BACK UP ONE STEP, PERCENT COMPLEAGS TO DESIGN ARE -- WHAT PERCENT COMPLETION TO DESIGN ARE WE?

>> 25%.

SO 2000 -- THE 200,000 IS STILL TO GET TO 25% DESIGN?

>> THERE'S A LOT OF WORK THAT'S ALREADY HAPPENING TOWARDS 75%. RIGHT?

BUT THE OFFICIAL STATUS IS 25%.

>> OKAY.

RIGHT?

BUT SO IT WILL BE USED IN IN THE COURSE OF THE NEXT YEAR.

AND IT WILL HELP US GET COMPLETED AT 25 IF THERE ARE ANY ADJUSTMENTS WE HAVE TO MAKE BASED ON FEEDBACK FROM MASSDOT OR ADVANCE US TOWARDS 75.

>> OKAY.

AND I'M ASSUMING THAT WE'LL BE BACK HERE NEXT YEAR TALKING AGAIN ABOUT ANOTHER GRANT OF THIS NATURE BECAUSE IT'S -- IT'S REALLY -- YOU KNOW, THE GAMING COMMISSION SEES IT AS TRULY WHAT THEY'RE TRYING TO ACCOMPLISH WHICH IS TO TRY TO HELP PEOPLE PLAN AND DESIGN THINGS SO THEY'RE GOING TO HELP THE AREA.

>> WHAT ARE THE OTHER TYPES OF



TRANSPORTATION-RELATED GRANTS OR INITIATIVES THAT THE CITY MIGHT SEEK FUNDING FROM THIS PARTICULAR FUND FOR?

>> FROM THIS PARTICULAR FUND?

I WOULD SAY THAT SINCE WE'RE CAPPED -- THE FIRST YEAR WE GOT 250 BECAUSE THERE WAS A SET-ASIDE FOR THE SURROUNDING COMMUNITIES, AND THEN THERE WAS ANOTHER -- THAT WAS A -- I BELIEVE THE 150,000 AND ANOTHER 100,000 THAT WE COMPETED FOR. SO, EVEN THOUGH IT LOOKS LIKE WE'RE GOING BACKWARDS FROM 250 TO 200, WE'RE ACTUALLY GOING UPWARDS FROM 100 TO 200 THIS YEAR, BECAUSE THE SET-ASIDE WAS FROM EARLIER ON WHERE THE GAMING COMMISSION SAID COMMUNITIES, WHEN THINGS SETTLE, WE'RE GOING TO HOLD THIS MONEY FOR THEM. IT WAS EARLIER MONEY, BUT IT WAS GIVEN OUT IN 2017.

>> OKAY.

SO, HOPEFULLY, IT WILL GO UP EVEN HIGHER, AND WE CAN START EXPLORING OTHER THINGS IF -- BUT TO THE EXTENT THAT IT'S FOR PLANNING GRANTS, IT'S -- YOU KNOW, WE'LL GET TO A POINT WHEN THE PLANNING'S ALL DONE FOR THIS.

SO I THINK THAT MIGHT STILL BE A COUPLE YEARS OFF.

SO, WE'D PROBABLY BE INCLINED TOWARDS SEEING FUTURE GRANTS FOR THIS SAME PURPOSE.

>> OKAY.

UNTIL WE GET A LITTLE FURTHER WITH THE DESIGN CYCLE.

>> GOT IT.

AND THEN JUST TO TOUCH ON THE RESILIENCY PIECE A ILL WILL BIT MORE, SO WHAT LEVEL OF SORT OF RESILIENCY ARE WE -- WHAT ARE MANY SO OF THE METRICS YOU'RE PLANNING?

YOU MENTIONED THE TIME FRAME OF 30 YEARS.

HOW MANY INCHES OF WATER OFF THE RIVER, WHAT LEVEL OF SORT OF ONE -- 100-YEAR -- WHAT DOES THAT GET US?

>> THAT'S NOT MY EXPERTISE, SO

I'LL HAVE TO GET YOU AN ANSWER FOR THAT THE ENVIRONMENT DEPARTMENT HEADED UP THE EFFORT, AND I WAS PART OF THE RESILIENCY WORK BECAUSE OF THE INVOLVEMENT I HAVE IN THIS PROJECT.

BUT THEY'RE THE EXPERTS IN TERMS OF THOSE KIND OF METRICS AND SO LET ME GET THAT ANSWER FOR YOU.

>> GREAT.

JUST IN TERMS OF WHO WAS AT THE TABLE, WAS IT JUST CITY PEOPLE, INTERNAL CITY STAFF FROM THE ENVIRONMENT OR WERE THERE EXTERNAL CONSULTANTS?

>> OH, EXTERM CONSULTANTS.

THERE WAS A REPORT THAT CAME OUT FOR -- THEY DID TWO AREAS.

THEY DID CHARLESTOWN AND EAST BOSTON.

>> GOT IT.

AND IT WAS FROM THAT STUDY.

GOT IT.

THEY POINTED US IN THE RIGHT DIRECTION.

>> OKAY.

AND THEN JUST IN TERMS OF ANY -- WHAT ARE WE THINKING IN TERMS OF WATER TRANSPORTATION, FERRY SERVICE -- JUST ANYTIME I'M IN CHARLESTOWN, ALL ANYONE WANTS TO TALK ABOUT IS TRAFFIC TRANSPORTATION AND THE REAL ANXIETY THAT IT'S JUST GOING TO GET WORSE WITH ALL THE CONSTRUCTION NEARBY AND THE CASINO.

>> RIGHT.

I'M GONNA HAVE TO CONSULT THE FOLKS WHO ARE WORKING MORE DIRECTLY ON THAT.

I KNOW THAT THERE ARE EFFORTS BEING MADE.

I KNOW THAT THE CASINO -- NOT THE CASINO.

THE CONVENTION CENTER IS SETTING UP AN EFFORT TO GET A NEW WATER SHUTTLE GOING.

BUT I JUST DON'T HAVE THE DETAILS AT ANY FINGER TIPS.

>> OKAY.

IS THERE ANYTHING ELSE THAT WE SHOULD KNOW ABOUT THIS?

>> I THINK IT'S ACTUALLY AN AMAZINGLY GOOD POSITION WE'VE

GOTTEN OURSELVES TO BECAUSE THERE ARE VERY FEW PROJECTS OF THIS SCALE THAT AREN'T SOMEBODY REBUILDING A PORTION OF THIS INTERSTATE HIGHWAY SYSTEM OR SOMETHING, SO THIS IS A REALLY LARGE PROJECT THAT ALONG WITH THE MELANIEA CAST PROJECT IS A SIZABLE AS WELL.

TWO GREAT -- YOU KNOW, THE TABLES ARE NOW SET TO -- TO DO TWO WONDERFUL PROBLEMS IN THE CITY.

AND I THINK WE JUST HAVE TO KEEP OUR FOCUS ON IT AND GET A THOSE GOING AND START TO THINK ABOUT WHAT'S THE NEXT GENERATION AFTER WE GET THESE TWO ADVERTISED.

>> I'M SORRY.

SO SPEAKING OF THAT, YOU HAD MENTIONED DEVELOPMENT PARCELS. WHO WOULD HAVE OWNERSHIP OF THOSE DEVELOPMENT PARCELS? WOULD THAT BE CITY LAND OR MASSDOT?

>> THERE'S A COMBINATION.

MOSTLY, IT'S -- THERE'S SOME CITY PARCELS.

THERE'S SOME MBTA PARCELS. I THINK BETWEEN THE TWO IS MOST OF IT.

AND --

>> AND IS IT CITY OR IS IT BPDA MEN WHEN YOU --

>> HOW IT WILL ULTIMATELY GO OUT TO DEVELOPMENT IT -- THERE'S A WHOLE PROCESS NOW OF TRYING TO REDRAW THE LINES AND TRANSFER A PARCEL.

SO I'M NOT SURE HOW IT WILL SETTLE.

BUT I'M SURE BOSTON PLANNING AND DEVELOPMENT WILL HAVE A HUGE ROLE IN TERMS OF FORMULATING THE DEVELOPMENT IDEAS FOR THE AREA WORKING WITH THE COMMUNITY. THEY'VE ALREADY STARTED THINKING ABOUT IT AND AS WE'VE BEEN DOING THE DESIGN OF THE ROADWAYS AND WHATNOT, WE'RE NOT DOING THAT JUST, YOU KNOW, THINKING TRAFFIC ONLY OR PEDESTRIAN CROSSINGS ONLY OR BICYCLE TRACKS ONLY. WE HAVE THE PLANNING AND

DEVELOPMENT AGENCY AND WE ALSO  
HAVE SOME OUTSIDE CONSULTING  
HELP THAT WERE BROUGHT IN AS  
PART OF THE TEAM FOR DESIGNING  
THIS TO SAY, IS THAT A REALISTIC  
SIZE AND SHAPE FOR THAT PARCEL?  
CAN IT REALLY BE DEVELOPED INTO  
SOMETHING MEANINGFUL?  
AND SO, WE DID LOOK AT OUR  
WORK -- EARLIER WORK OF THE  
TRAFFIC AND STREETS AND  
SIDEWALKS AND BIKE LANES WOULD  
BE AND WHAT WE LEFT OVER AND WE  
DID MAKE SOME ADJUSTMENTS TO  
MAKE SURE THAT THEY WERE VIABLE  
AND POSITIVELY SIZED AND SHAPED  
SO THAT THEY COULD BE SUCCESSFUL  
AS DEVELOPMENT PARCELS.

>> OKAY.

THANK YOU VERY MUCH.

ANY FINAL WORDS, COUNCILOR  
EDWARDS?

THANK YOU, JIM.

WE APPRECIATE YOUR TIME.

AND WE'LL TAKE THIS UP AT THE  
NEXT COUNCIL MEETING.

>> THANK YOU, COUNCILORS.

IS WILL CONCLUDE OUR  
HEARINGS ON BOTH DOCKETS, DOCKET  
NUMBER 1538 AND DOCKET NUMBER  
1539.

THIS HEARING IS ADJOURNED.

[ RAP OF THE GAVEL ]