

**MASS DOT**

**PUBLIC HEARING ON SOUTH  
STATION EXPANSION  
DRAFT ENVIRONMENTAL  
IMPACT REPORT**

November 18, 2014

*308 Congress Street*

Boston, Massachusetts



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***P R O C E E D I N G S***

MS. FARRELL: Good evening, everyone. Good evening and thank you for coming out on such a cold and windy evening. My name is Nancy Farrell and I'm a member of the project team, and I'll be moderating the meeting this evening.

You are at the public hearing on the Draft Environmental Impact Report on the proposed South Station Expansion which was prepared by MassDOT. MassDOT filed the DEIR. with the NPA Office on October 31, and the DEIR. was advertised in the Environmental Monitor on November 5.

Understanding the importance of this filing, MassDOT has requested and NPA has agreed to an extended comment period of 49 days, which ends on December 24. So you need to get your Christmas shopping done and your comments in by December 24. The certificate on the DEIR is expected on 12/31 of this year.

MassDOT placed ads for this hearing in the Boston Globe, the Boston Current, and Sanpan (phonetic). E-mail blasts went out through the project database and more than 800 postcards were mailed to abutters and property owners, and meeting flyers were distribute throughout the neighborhood last week.

A couple of administrative details. For your safety, please note that there is a stairway exit just

1 immediately out of this room as you leave the doorway, on  
2 your left. And there's also another exit stairway down at  
3 the end of the hall closer to the elevator. Should you  
4 need the restrooms, you'd leave the room, go to your right,  
5 and they are on the left.

6 Because this is a public hearing, we're taping it  
7 and we'll be producing a transcript which will be submitted  
8 to MEPA as part of the official record on the DEIR. You  
9 can make comments in writing this evening. Should you like  
10 to do so, we have comment letter forms at the table at the  
11 back of the room, and that form also has the address for  
12 submitting comments, should you want to take home a copy of  
13 the comments. You can leave the comments at that table box  
14 at the end of the evening. You can also request a print  
15 copy of the DEIR at that table, and we have some CD's here  
16 this evening, if you would like to have one.

17 Let me briefly review the format for this  
18 evening's hearing. We began the event with an open house  
19 to provide as much information as possible and to give  
20 everyone an opportunity to ask questions and to learn more  
21 about the project. Especially if you have not had a chance  
22 to read the DEIR yet. Our project manager, Matthew  
23 Ciborowski, will make a presentation outlining the project  
24 and some of the information that's contained in the DEIR.  
25 Then we'll take your comments.

1           You were asked if you'd like to comment and to  
2           sign up with Reagan, who is right here with the green  
3           board. And we will ask you to remember that this is a  
4           public hearing, that we are all civil, and cordial, and  
5           friendly people, and that you may disagree with us, but we  
6           will ask you not to be disagreeable. And if in fact anyone  
7           makes impertinent or rude comments about anyone, I will ask  
8           you to stop talking.

9           If you have questions, you are welcome to stay  
10          around afterwards and talk with the members of our team,.  
11          And I think without further ado, we will welcome Matthew to  
12          make the presentation.

13          MR. CIBOROWSKI: Thank you, Nancy.

14          Good evening, everybody. As Nancy said, my  
15          name's Matthew Ciborowski. I'm the Project Manager from  
16          MassDOT's South Station Expansion Project and thank you all  
17          so much for coming out tonight to hear about this very  
18          important project. Am I loud enough in the back, Mark?  
19          Good? Great. Thank you.

20          So as Nancy mentioned, tonight I'm going to go  
21          through a hopefully relatively short presentation, give  
22          folks an overview of what the project is about, what's I  
23          the DEIR. that we submitted just about two weeks ago now,  
24          and again, review the project for commenting and getting us  
25          your feedback on the DEIR. Getting public feedback on a

1 project of this size, on a report of this magnitude is  
2 obviously very important to us and we want to o everything  
3 we can to hear from everybody as possible. So as Nancy  
4 mentioned, after the meeting, myself and the rest of the  
5 staff will be --

6 MS. FARRELL: I'm sorry. I'm sorry to interrupt,  
7 but the interpreter is here.

8 MR. CIBOROWSKI: Great. Thank you. Will be  
9 available after the meeting to discuss any topics in  
10 further detail or take a look at the images that we have  
11 over on the far side of the room. Also, because it is --  
12 because of the comment period, we in notice of that need  
13 for robust process, has already been extended to a 49 day  
14 comment period, ending on Christmas Eve, as Nancy  
15 mentioned. We have plenty of time to meet and discuss if  
16 anyone has further questions and follow-up even after  
17 tonight is over, and I'll give you my contact info as the  
18 night goes on.

19 One more administrative thing, as Nancy  
20 mentioned, if there's need a anyone here, for interpreter  
21 services in any way, please let Reagan, again, know and we  
22 will help you.

23 So let's talk about South Station, shall we?  
24 Folks here are probably all very familiar with South  
25 Station, but just a few quick things to point out. South

1 Station itself sits really at the intersection of a number  
2 of neighborhoods in the City of Boston. The Financial  
3 District to the north and west, the Leather District and  
4 Chinatown immediately to the west, and the Innovation  
5 District and Four Point Channel District to the east where  
6 we're sitting now. It's really at the corner of all of  
7 those neighborhoods and an important part of the City of  
8 Boston.

9 And from South Station you can get to quite a  
10 number of places outside of the City of Boston, again, as  
11 most of you probably know. Along the Northeast Corridor  
12 from Amtrak Services you can get own to Washington, D.C.  
13 and beyond. The Northeast Corridor is Amtrak's biggest and  
14 most profitable and important line throughout the country.  
15 And you also reach a number of commuter destinations  
16 throughout the Commonwealth, ranging as far west was  
17 Worcester, down to Plymouth, and Middleboro, and Providence  
18 in the south part of the Commonwealth.

19 But at South Station, we do have a constraint  
20 that's been there for a number of years, as folks notice on  
21 this map. South Station exists right up here at the corner  
22 of Dewey Square. And immediately to the east there is a  
23 building called the General Mail facility, owned by the  
24 United States Postal Service, which is about a 14 acre  
25 building that has been on that site in part or in whole

1 since the mid-1930's. That site is where we intend to  
2 expand South Station. And I'll show you some pictures of  
3 that going forward.

4 But just to step back for a second because some  
5 folks like this and I think it's helpful to see some of the  
6 historical context. But the substation opened on New  
7 Year's Day 1899. And at that time -- This is a picture of  
8 it looking north. Dewey Square is kind of off in the  
9 distance in the corner here. As you can see, at that time  
10 South Station was quite a bit bigger, quite a bit more  
11 complicated. It had 28 passenger tracks, a number of  
12 freight, siding, and baggage tracks at that location. The  
13 buildings that would become the Post Office weren't yet  
14 built over on this side.

15 And over time as the station diminished in  
16 importance and as rail generally diminished in importance  
17 in the Northeast in America, the use of the station  
18 declined and parts of the station and the tracks were sold  
19 off to various entities, some office buildings, and  
20 eventually the Post Office as well, which gave us the  
21 constraint that we have today. So much like many projects  
22 that we do here at DOT, it's a project of restoring what we  
23 once ha in South Station Expansion.

24 But South Station today is the second biggest  
25 passenger facility in all of New England. So the only --

1 It carries about 110,000 people a day going through the  
2 site; only Logan Airport is bigger from a passenger  
3 facility, a lot bigger, but the only bigger thing in New  
4 England. And you can see in this picture below, which was  
5 taken on a typical summer afternoon, it's woefully  
6 undersized and outdated in terms of passenger spaces and  
7 the ability to move through the station.

8 So one of the key aspects of the project, I'll  
9 get to, is to improve this aspect of the station. And our  
10 projections show that no matter what we do with the  
11 station, we could see an increase of about 50,000  
12 passengers per day 20 years from now. So you can imagine,  
13 take this picture, add about 50 percent more people to it,  
14 and imagine moving through that. And that's one of the  
15 major reasons for working on this project.

16 Beyond the passenger menus, the rail facilities  
17 at South Station are at a detriment to the MBTA and  
18 Amtrak's ability to move trains in and out of the station  
19 freely, and limits the ability for the two railroads to  
20 expand their services or increase the amount of service  
21 they have coming in and out of the station. And layover,  
22 right now, as trains come into South Station and need to go  
23 layover in the middle of the day, we don't even have enough  
24 space to layover what is currently the need in the middle  
25 of the day. And that has -- that will, of course, only



1 grow in the future.

2 One thing to mention before we get too far into  
3 the process, and folks who are veterans of this site will  
4 know this image well in this project, but the South Station  
5 Air Rights project, or colloquially known as the Tufts  
6 Project, or the Heinz Project, or a number of other names,  
7 is a private project that was permitted for the air rights  
8 over the existing portion of South Station, remember from  
9 that picture on the left-hand side, back in 2006. It  
10 consists of an office tower and then a number of smaller  
11 towers along Atlantic Avenue, and calls for the expansion  
12 of the inner city bus terminal at that spot as well.

13 For this project, for the South Station Expansion  
14 Project we're talking about tonight, even though this  
15 project itself is not yet built, we consider it as existing  
16 condition in the future. So we hope to see this project  
17 built going forward, and we're doing nothing as part of  
18 South Station to hinder or bring a detriment to that  
19 project to be built.

20 So why are we here today? I alluded to both  
21 these things before, but just to put them more cleanly,  
22 really to address the inadequate capacity for projected  
23 rail growth in the Northeast and throughout the  
24 Commonwealth. So lots of desire to improve upon our rail  
25 services throughout the Northeast of the country and here

1 in Massachusetts, and this project allows us to do that.  
2 And secondly, improve the facilities for passengers and  
3 rail operations at the South Station site, to make  
4 passengers more comfortable, provide the layover spaces we  
5 need in order to get people and trains through -- in and  
6 out of South Station much more quickly.

7 So in order to address these goals of the  
8 project, about four years ago MassDOT went and applied for  
9 the FRA's or the Federal Railroad Administration's High-  
10 Speed Intercity Passenger Rail Program Grant. That netted  
11 us about \$32.5 million dollars in a grant from the federal  
12 government, and that's intended to be used for the  
13 planning, design, and environmental review of the South  
14 Station Project, which is why we're here today. So we're  
15 very thankful to our federal partners for helping us out in  
16 promoting this project, and it's just important to always  
17 remember where our funding comes from and how we're  
18 advancing this project.

19 So what does this project consist of? This is a  
20 quick bulleted list of the things that are included in this  
21 project, and they look really simple on a piece of paper,  
22 but I promise you that most of them are not. So first is  
23 to acquire and demolish the USPS facility that exists on  
24 Dorchester Avenue, that big 14 acre building that I showed  
25 a map of before. Get that out of the way so we can expand

1 South Station itself.

2 If you were over at the boards earlier and  
3 talking to Tony Iresic (phonetic), you saw pictures of us  
4 showing se seven new tracks and four new platforms on that  
5 area, really improving the capacity of the station by 50  
6 percent, looking to expand the headhouse and the station  
7 concourse, a lot of people to move through more freely, and  
8 improve the passenger amenities throughout the station in  
9 general.

10 Next, to look at constructing layover facilities  
11 at remote locations outside of South Station, but as close  
12 to it as we can to address the layover need, which I'll get  
13 back to in a second. And then two items at the bottom that  
14 I haven't talked about yet. First is to reopen and  
15 reactivate Dorchester Avenue. For those from the  
16 neighborhood you know Dorchester Avenue has been closed  
17 adjacent to the Post Office, for a number of years. They  
18 don't let folks walk, bike, or travel through there. We  
19 want to reopen that as a public street, expand the  
20 Harborwalk along that segment for about a half a mile.  
21 It's one of the last missing pieces of the Harborwalk  
22 throughout the city, so it's a great part of this project.  
23 There's a nice big map of it over to my left over there.

24 And then finally, to provide the possibility for  
25 future joint development, over, above, and around the site.

1 Train stations are a great spot to be doing as much as we  
2 can with development and bringing density to the city, and  
3 this is a great opportunity to do that, and I'll show some  
4 pictures of that as well.

5 And here are some of the pictures. So this is a  
6 map of future -- of what we think the future South Station  
7 will look like. If folks remember north is in this  
8 direction, with Dewey Square up in the top right-hand  
9 corner of the picture, and the existing South Station  
10 headhouse in brown here.

11 The Post Office facility currently occupies all  
12 of this area that you see the nice pretty colors in. But  
13 generally this is just a picture of what I said before,  
14 expanding the tracks and platforms to the east onto that  
15 site, building a new headhouse and concourse entrance on  
16 Dorchester Avenue, and then reopening that Dorchester  
17 Avenue with the Harborwalk, and the cycle track, connecting  
18 Summer Street all the way down past the Joett (phonetic)  
19 property, into the Broadway T-station area.

20 This is what that Dorchester Avenue might look  
21 like in the future, a cross-section. So again, four Point  
22 Channel is over here on the right-hand side of the picture,  
23 and the water. But starting there, a nice wide Harborwalk,  
24 very similar to the Harborwalk that exists adjacent to that  
25 behind the Federal Reserve Building or behind the Russia

1 Warf area. You know, a nice modern facility for folks. A  
2 two-way cycle track on that side of the street, get the  
3 cyclist over towards the water, project them from vehicles  
4 and provide a nice quick accommodations. It would be a  
5 great cycling for folks from South Boston to get up into  
6 the downtown area. Travel lanes and potentially parking or  
7 bus, or taxi drop-off lanes. And then again, a sidewalk  
8 and storefront zone in front of any of the joint  
9 development buildings that we have over closer to the  
10 station.

11 And then looking at the layover. As part of this  
12 project we've looked at a number of different layover  
13 sites. We started off with a list of 28 different sites  
14 throughout the city. We've limited that down to three  
15 sites that we're now examining in great detail, which  
16 you'll note if you've looked at the DEIR. or the maps on  
17 the far side. One of them is Beacon Park Yard in Allston.  
18 The second is the Widett Circle area just south of South  
19 Station. And then finally, the Readville Yard that  
20 currently exists as a rail yard, down behind Park  
21 neighborhood. And I'll come back and discuss these more in  
22 just a few minutes.

23 So turning from what the project is to what we're  
24 doing here tonight and what the DEIR. is all about. This  
25 is a little demonstration of what the environmental process

1 is for those who aren't entirely familiar with how we move  
2 through this. But about 18 months ago we were over at  
3 South Station -- some of you were there; thank you, to have  
4 our scoping session on the Environmental Notification Form.  
5 From that, the secretary at the EA developed a scope for us  
6 to write our DEIR., which you can take a look at. That  
7 scope drives, and that certificate drives what we put into  
8 the DEIR. and that's why the feedback and comments that we  
9 get are so important, because they help us create that  
10 scope and certificate, or helps the EA create that.

11 But tonight we have our public hearing on the  
12 DEIR., which will help again, create a secretary  
13 certificate coming out of the DEIR. to help us frame out  
14 our final Environmental Impact Report, which will hopefully  
15 address the questions and concerns that folks have about  
16 this project and help further define it as we go along. So  
17 far, as I mentioned, lots of public involvement on this  
18 project. Some folks here have been involved. We hope to  
19 see more. But just a list here of some of the things that  
20 we've done on the project so far for folks to take a look  
21 at. If there's something up here that's unfamiliar to you  
22 or something that you think you might want to get involved  
23 in, whether it's a briefing for your neighborhood  
24 association or your local business, or signing up for our  
25 project mailing list and e-mail updates, see us afterwards

1 and we can help you coordinate all of those things.

2 So the Environmental Notification Form that I  
3 mentioned, laid out exactly what was going to go into our  
4 DEIR. We were scoped by MEPA to look at four different  
5 station alternatives. You can see them up there on the  
6 picture and I'm going to show them to you in a couple of  
7 minutes. And then to look at four layover facility  
8 locations. Again, as I mentioned before and I will get  
9 back to you on a map in a second, just confirming that  
10 that's what we were scoped to do.

11 So the DEIR itself really looks at the  
12 environmental impacts of those alternatives on the  
13 environment and the communities around them. I should be  
14 clear, and especially if folks have taken a look at some of  
15 pictures we have on the far side of the room, the DEIR is  
16 not an engineering document, it's not an architectural  
17 document. It is something that is really looked to -- only  
18 look at the environmental scope of the project. And while  
19 there's plenty of decisions to be made about the details of  
20 design or architecture in the station, on this project  
21 they're not happening here through this process, and we'll  
22 be sure to let you know where they are.

23 So the summary of the DEIR, again, it follows the  
24 EMF outline, but we look at the existing conditions at  
25 South Station in great detail, look at a future no-build

1 condition South Station, what would it look like in 2035 if  
2 the Post Office is still there along Dorchester Avenue,  
3 what kind of facilities exist. Then at the various build  
4 alternatives. We look at transportation improvements only.  
5 A joint development, minimum/maximum build, and that the  
6 various layover alternatives. Again, I'll go into detail  
7 on those in the next slide.

8 What I should note that's unique about this DEIR  
9 that is from other projects that you may have been involved  
10 in from MassDOT or from other entities, is that a preferred  
11 alternative for the project is not outlined in this DEIR.  
12 That's because we think it's very important to get the  
13 feedback from the public on the various alternatives that  
14 we've laid out here, that you can see on the side of the  
15 room, that I'll show you in a second, to try and help us  
16 guide where we should be bringing this project -- which of  
17 these alternatives is the right combination of things to  
18 bring forward. The exception to that is that MassDOT had  
19 determined that Beacon Park Yard is the preferred spot for  
20 some of the layover need. And I'll get -- and I'll show  
21 you that in a second.

22 So first, here is the picture of the no-build.  
23 It's relatively straightforward. This big purple block  
24 here is the USPS facility, still in the same place that it  
25 was. These blue large tower and then three smaller towers



1 here are the various portions of again, the already  
2 permitted South Station Air Rights Project on that part of  
3 the site. As I mentioned, we presume that by 2035 this  
4 project -- hopefully much sooner -- this project will be in  
5 place on that site.

6 We then go to look at the transportation  
7 improvements only portion of the project. In this you can  
8 see the Post Office is gone away. We've expanded tracks  
9 and platforms to the east, and built a new headhouse and  
10 concourse over those tracks, with an entrance on Dorchester  
11 Avenue, and reopened Dorchester Avenue all along the  
12 station site.

13 From there we have what we call the minimum  
14 build. The minimum build, if you take a look at the DEIR,  
15 is the build that conforms to the existing zoning process.  
16 The existing -- These things are the only regulations that  
17 exist on South Station's site. So you see these various  
18 step-backs on the buildings rising up from the channel,  
19 those are due to the regulations and the zoning that  
20 currently go over the site. This is about 660,000 square  
21 feet of developable real estate next to, over, and above  
22 South Station.

23 And then finally what we call the maximum build.  
24 This is to take those same building footprints and bring  
25 them up to a higher point, illuminating the need to follow

1 the current zoning process. And we are limited here by the  
2 FAA height regulations. The FAA has a flight path that  
3 comes just out of Logan Airport and zips right over the  
4 site here, which limits us to go no higher than 290 feet  
5 from the ground at that site. So that gives us about 2.1  
6 million square feet of real estate, and that's the maximum  
7 build of development that we are evaluating.

8 So the layover sights. I mentioned before that  
9 Beacon Park Yard has been determined to be a preferred  
10 alternative for some layover. And this map will help me  
11 explain a little bit why. As you can see, as you come out  
12 of South Station there are entrances, approaches for trains  
13 from both the left -- from both the west and south towards  
14 the station. In order to get the station to operate its  
15 most efficient capacity you want to be able to layover  
16 trains or bring them out of South Station in both of those  
17 directions. So some trains go west and some trains go  
18 south.

19 Beacon Park Yard is the best site to the west,  
20 along the Framingham/Worcester line. So we've identified  
21 that as our preferred alternative for some of the layover.  
22 We're still continuing to evaluate the possibility of  
23 layover at Widett Circle and then again, down at  
24 Readville's Yard 2 area. And as I mentioned, looking for  
25 feedback from the public on opinions on those two sites as

1 we progress forward.

2 On the Beacon Park Yard, this is again some  
3 details of what I just said, but I should mention some  
4 folks will know that a couple, maybe a month or so ago now  
5 Governor Patrick announced an agreement, in principle, with  
6 Harvard University, to do a number of things at the Beacon  
7 Park Yard site and at the Allston yards and interchange  
8 area. We are taking comments on the Beacon Park Yard site  
9 through this process and will be evaluating comments that  
10 we get and analyzing them.

11 But going forward, the full environmental  
12 analysis of that site will be carried in the I-90  
13 Interchange Project, which will be looking at the  
14 interchange, the rail yard, and a potential commuter rail  
15 station at that site. So in order to keep everyone from  
16 getting very confused because right now it's very  
17 confusing, we'll be consolidating all of our things at one  
18 location into one project. So it's confusing today and  
19 hopefully not confusing the next time we come back with  
20 things going forward. If folks have detailed questions  
21 about that, I will hopefully be able to answer them later.

22 And then finally, I want to get into the  
23 environmental impacts and benefits that are shown in the  
24 EIR. First, if anyone commented on our ENF, I'm proud to  
25 report on some of the changes that we've had since then.

1 Most importantly, we got a lot of comments about parking.  
2 Folks thought we had too much parking at the site, why do  
3 you need that much parking over a train station. It's a  
4 train station. And we heard you and we've worked well with  
5 our city partners to help drive down the required parking  
6 ratios on the site. As you can see, we've gone from in our  
7 maximum build over 1,300, almost 1,400 spaces down to 500  
8 spaces required for the 2.1 million square feet of real  
9 estate. So that's a great win for the neighborhood and the  
10 city and we're grateful to the city for helping us do that.

11 The other two things of note at the bottom is we  
12 considered and dismissed a site at the Boston  
13 Transportation tow lot as layover, as we could not find  
14 suitable relocation location for that entity. And then we  
15 dismissed unconstrained -- some unconstrained rail terms  
16 and looked at sort of very out-of-the-box means of  
17 expanding South Station.

18 So some of the benefits that are show in the EIR,  
19 again I've touched on most of these as we've gone through  
20 the presentation this evening. But first, increasing  
21 capacity and efficiency of the existing system that we have  
22 today. If you expand South Station, on-time performance  
23 for anyone who comes on a commuter rail train every day,  
24 your on-time performance will be improved, enhancing the  
25 reliability that you have at that -- and getting in and out

1 of south Station. It allows us to increase our ridership  
2 by getting that reliability and improving flexibility, and  
3 really improve the passenger experience for folks who are  
4 there.

5 And then beyond just what we have, it supports a  
6 lot of system growth at South Station. So allows for new  
7 and expanded services. Folks have talked about a lot of  
8 different desires for commuter rail or other types of rail  
9 services in and out of South Station. South Station  
10 expansion allows for those projects to happen. It induces  
11 mode shift, which is a big goal of the DOT and the  
12 Commonwealth, to bring more people off of cars and onto  
13 alternative modes of transportation. We can get more  
14 people in and out of the city that way.

15 And again, new passenger amenities and space. If  
16 folks have been to places like Grand Central Terminal in  
17 New York, or Union Station in D.C., those are locations  
18 just that have usage beyond their rail terminal usage, and  
19 we think South Station can become a site that folks will  
20 want to visit, not just when coming in and out of the  
21 station.

22 And then finally, one of the big impacts on this  
23 slide is the economic impact. Obviously transportation has  
24 a great economic benefit to the Commonwealth and we think  
25 with the new development that there's an opportunity there.

1 Some of the neighborhood benefit for folks who live in the  
2 immediate neighborhood of South Station, maybe aren't  
3 taking the trains in and out, but see the expanded station,  
4 connectivity is huge one.

5 For folks who live around here, you know having  
6 Dorchester Avenue closed is just tempting and frustrating  
7 that you can't walk down there each day. So improving  
8 that. Having the Harborwalk and a cycle track open along  
9 there are great improvements. We can do a lot more with  
10 improving Hubway connections, getting secure bike  
11 connections or accommodations at South Station, and really  
12 improving the connections within and around South Station  
13 today. Right now, getting from the bus terminal, to the  
14 rail terminal, to the subway terminal, is hard, and we can  
15 make that a lot better and make it useful to the  
16 neighborhood around it as well.

17 Quality of life, really -- it's really about  
18 driving own emissions on-site. Reduce idling on the  
19 streets, reduce double-parking, reduce accidents and  
20 incidents along Atlantic Avenue, Summer Street, and really  
21 improve that for -- you know, reduce that congestion in  
22 general and reduce that -- improve that for the  
23 neighborhood.

24 And then each of the development alternatives has  
25 a number of open spaces associate with it. New parks or

1 plaza areas for folks to congregate and use. And then  
2 again, the development opportunities is a great move for  
3 the neighborhood. I mentioned at the beginning how South  
4 Station sits at the corners of each of those neighborhoods,  
5 the Financial District, the Leather District, Chinatown,  
6 the Innovation District. If you build a neighborhood here,  
7 you really start to knit those places together instead of  
8 the kind of solitary 10 or 15 minute walk that sometimes it  
9 is from one of those neighborhoods to the other.

10 Now, for some of the impacts and mitigations that  
11 we have proposed and analyzed in the document for folks to  
12 take a look at. And this is just again, a high level  
13 summary of what's in the -- This is the real crux of the  
14 DEIR and what's in there. The first and most important one  
15 is land acquisition. Obviously, we need to acquire the  
16 Post Office facility, move it, and get onto that site to  
17 expand South Station. So that's a big one. There's a  
18 small portion of Dorchester Avenue that's owned by the  
19 office building there that we'll need to get that and we  
20 have an agreement with the city and them to accommodate  
21 that. And then each of the layover locations there's  
22 potential for some land acquisition there as well.

23 Noise and vibration from an environmental  
24 perspective, you know, has some impact to each of the  
25 sites. If we don't build/overbuild, you may hear

1 additional noise on this side of the channel here, on this  
2 side of Four Point channel because the trains will no  
3 longer be blocked by the Postal Service. That goes away if  
4 you build the buildings over and above the site. And each  
5 of the layover facility locations there's a potential for  
6 some relatively minor noise impacts along the south side of  
7 Beacon Park Yard, and again, along the south side of  
8 Readville Yard 2.

9 Minor impacts to traffic that can be addressed  
10 through some signal retiming and some minor intersection  
11 work there. A minor wetland impact at the Readville Yard 2  
12 area with the Neponset River. Again, relatively minor  
13 things across the top here. Wind and shadow, stormwater,  
14 water and wastewater, and hazardous materials. As you can  
15 imagine, hazardous materials, all the sites we're talking  
16 about are all former railroad property and railroad  
17 property back at the first part of the last century, so  
18 there's going to be plenty of fun things in the ground for  
19 us to go and find when we have to dig up there.

20 And then really, no or negligible impacts in a  
21 number of categories, including archeological, historic,  
22 air quality, greenhouse gas, and environmental justice.  
23 Again, all of -- you can read all about the details of this  
24 in the DEIR, or speak to one of our environmental experts  
25 along that back wall there at the end of the meeting to get



1           some greater detail on one or many of these items.

2                       So the last thing, and then I will stop talking.  
3           You can submit a comment by Christmas Eve to the Secretary  
4           of the Executive Office of Energy and Environmental Affairs  
5           to the attention of Holly Johnson, a MEPA analyst. Thanks,  
6           Holly. You want to submit to this address or to this e-  
7           mail address that's on here. It's very important when you  
8           send something to Holly to make sure that you include the  
9           EEA number. Our EEA number is 1-5-0-2-8, 1-5-0-2-8. If  
10          you don't put the EEA number on it, there's no guarantee  
11          that Holly can make it get to the right place. So please  
12          include the EEA number when you do that. And again, this  
13          is all on our website and on all of the fact sheets and  
14          handouts that you have tonight. So all of the information  
15          should be available to folks.

16                      And then last, we encourage folks to please, you  
17          know, get involved in the project as much as possible.  
18          Tonight, beyond tonight, as much as you're interested and  
19          want to. That's my e-mail address up there if folks want  
20          to contact me, and obviously, I'll be here answering  
21          questions. And then our project website at the bottom  
22          there for folks who want to go on. This presentation will  
23          be posted up there tomorrow for folks who want to take a  
24          look. The entire DEIR, all 2,860 some odd pages of it is  
25          posted up there. So you can take a look at one chapter,

1 two chapters, or all the chapters. Anything you want. And  
2 lots of old information about the project, the  
3 Environmental Notification Form and all the presentations  
4 we've given up to this point.

5 So with that, Nancy Farrell.

6 MS. FARRELL: Thank you, Matthew.

7 So now we'll hear from you, and I have eight  
8 people have signed up to speak. And so typically what we  
9 do is see if there are any elected officials in the room.  
10 I don't think so. But we do -- I do want to thank Jarrod  
11 Hogan from Councillor Lenihan's Office. Jarrod, where are  
12 you? Right there. So thank you for coming this evening  
13 and conveying information back to the councilor.

14 I don't -- Are there any other elected officials  
15 that I missed in the room, who would like to speak? Okay.  
16 All right.

17 So what I will do, if you -- as you speak this  
18 evening, as I've asked you to approach the microphone in  
19 the center of the isle, tell us your name, spell it if it  
20 is -- has an unusual spelling, and we will go from there.

21 Robert La Tremouille, you are first.

22 MR. La TREMOUILLE: I didn't expect to be first.

23 MS. FARRELL: Oh, great. Thank you.

24 MR. La TREMOUILLE: That's a little better.

25 MS. FARRELL: Okay. We're off the hook.

1 MR. La TREMOUILLE: Thank you, Madam.

2 My name is Bob La Tremouille. I've been very  
3 active in Cambridge and in a whole bunch of transportation  
4 projects over the last 30 or 40 years. I have two years,  
5 on the ground, railroad experience working on trains  
6 between here and Washington, and going a bit further west.  
7 My -- I did have some ideas concerning Beacon Park and that  
8 I think it would be a lovely spot for streetcar layover,  
9 for another project, which is not going anywhere right now.

10 My concern -- my greatest concern, and you  
11 changed my mind. I was coming in here fully happy. One  
12 thing I have seen too much of has been railroading not  
13 given enough credibility, not given enough emphasis. This  
14 area used to be 28 tracks. I'm looking at the numbers and  
15 I'm saying we need X, we need X, we need X. Is it possible  
16 to get more tracks there? My mentality towards the stuff  
17 on the waterway was okay, let the City of Boston decide  
18 what they like in there.

19 But from a transportation point of view, can more  
20 tracks be gotten in? Not that they're needed now, not that  
21 they're needed in 20 years, but when these tracks were  
22 destroyed 50 or 100 years ago, they weren't looking at the  
23 future. They were simply putting in other projects. So I  
24 would hope you're getting in as many tracks in there as you  
25 can. Thank you.

1 MS. FARRELL: Thanks, Bob.

2 Our second speaker is John Kyper.

3 MR. KYPER: I'm John Kyper, K-y-p-e-r. I am the  
4 Transportation Chair of the Massachusetts Chapter of the  
5 Sierra Club. And six months ago we passé a resolution  
6 about the South Station Expansion. The Massachusetts  
7 Chapter of the Sierra Club is opposed to the expansion at  
8 South Station as a stub end terminal, as currently  
9 proposed.

10 Completely absent from the present plan is any  
11 recognition that building yet more dead-end tracks at the  
12 South Station is, at best, a temporary solution, a \$1  
13 billion dollar band aid, that will be eclipsed, once again,  
14 by the anticipated growth in passenger rail traffic, just  
15 as happened after they built -- added the three tracks and  
16 platforms 20 years ago for the Old Colony -- restore Old  
17 Colony Service.

18 Instead, MassDOT must revisit its long-shelved  
19 plans for a direct rail connection between South and North  
20 Stations that will allow for the thru-running of Amtrak and  
21 commuter trains, eliminating the wasteful back-up moves  
22 that are now a major cause of congestion at both terminals.  
23 A first step is to build underground station platforms at  
24 South Station, as Phase 1 of the North/South Rail Link,  
25 thereby accommodating service on Amtrak's electrified

1 Northeast Corridor, while allowing the tracks to be  
2 extended north at a later date.

3 The current proposal, moreover, fails to address  
4 the issues of greenhouse gas emissions and climate change,  
5 which is a central challenge of our time. We must make  
6 bold moves that theretofore seemed beyond our means, which  
7 would maximize reduction of these emissions, while creating  
8 more efficient transportation options. According to its  
9 DEIR summary written a decade ago, the rail link would  
10 result in over 55,000 auto trips diverted daily onto public  
11 transportation. An expanded South Station with a  
12 connection to North Station would be more efficient and  
13 less polluting than the current plan.

14 I want to add in closing that two weeks ago the  
15 voters of the Commonwealth, regrettably, voted to repeal  
16 the indexing of our gasoline tax to inflation as a -- to  
17 help fund the 2013 transportation package that Governor  
18 Patrick put through the Legislature, which is going to put  
19 a \$1 billion dollar hole in the Transportation budget over  
20 the, you know, next decade. And I think it is incumbent  
21 upon us to rethink this project and see how we can make it  
22 work as a more efficient project than what is being  
23 proposed now. Thank you.

24 MS. FARRELL: Thank you, Mr. Kyper.

25 Our next speaker is Ned Imbrie.

1           MR. IMBRIE: Hello. My name is Ned Imbrie. I-m-  
2           b-r-i-e is how it's spelled. I'm a resident of the Leather  
3           District and a property owner there. And I'm really  
4           excited about the plans for South Station. It's -- I've  
5           looked at the DEIR and I think that it's, you know, really  
6           very comprehensive.

7           Even though you've paid a lot of attention to the  
8           environmental impacts, the water supply, and traffic, air  
9           quality, greenhouse gas emissions, I think that I've  
10          detected an omission that if you care to address I think  
11          will greatly improve the plan at not very much expense.

12          So let me draw your attention to the concept of  
13          noise pollution. All right? Because emission of noise is  
14          a big deal on a project this size. And you do address  
15          noise pollution when you're talking about the side of the  
16          station that's facing the Four Point Channel. And you  
17          explained that you need to put some noise abatement there.

18          But I would ask you to look at Atlantic Avenue.  
19          Tracks number 1 and 2 are the ones that are adjacent to  
20          Atlantic Avenue today. And when a train is at rest on  
21          track number 1, there's a diesel locomotive that is today  
22          emitting considerable amount of noise onto Atlantic Avenue.  
23          It's basically parked on Atlantic Avenue because there is  
24          no noise barrier between track 1 and Atlantic Avenue.

25          I would say that the amount of noise that

1 Atlantic Avenue is subjected to is -- really detracts from  
2 the environment and probably if this were an industrial  
3 site, ear protection would be required. All right? So  
4 consider putting some sort of noise abatement for Atlantic  
5 Avenue into the plan. I don't think it would be a major  
6 alteration of the plan, but I think it would really enhance  
7 the things that you're trying already to address, which is  
8 making the neighborhood more livable and more accessible to  
9 pedestrians and so forth. Thank you.

10 MS. FARRELL: Thanks, Mr. Imbrie.

11 Justin Balik.

12 MR. BALIK: Hi. My name is Justin. I am the  
13 Government Affairs Manager at A Better City. We are a  
14 business association representing more than 100 businesses  
15 and institutions in Greater Boston and we're focused on  
16 transportation and land development. And I'll be very  
17 brief. I just want to complement MassDOT for its work on  
18 the project so far. This project is a really huge priority  
19 for us, as well as our members, and we are here as an ally  
20 and stand ready to continue to work with MassDOT to move  
21 the project forward in any way we can.

22 MS. FARRELL: Thank you, Justin.

23 The next speaker is Jon Ramos.

24 MR. RAMOS: Hi, everyone. I'm Jon Ramos. I live  
25 in South Boston. I work downtown. I commute right past

1 South Station on a daily basis. And my wife takes the  
2 commuter rail every single day out to Wellesley. So we're  
3 all about South Station.

4 One thing that I really like to compliment on the  
5 design is the inclusion of bicycle facilities along  
6 Dorchester Ave. and sort of reopening that street as a  
7 general idea. I'd like to see that line of thinking  
8 continue. Deeper into and around the site as a whole it  
9 would be nice to tie those -- that kind of thinking into  
10 Summer Street and also the connecting store cross and bike  
11 trail that's planned and funded with the Tiger Grant.

12 Additionally, I'd like to just sort of urge that  
13 we do better with our taxi and shuttle drop-offs. I know  
14 that in the preliminary design over there it seems like  
15 there are some planned. It would be nice to try -- find a  
16 way to really pull the taxi-cab stands and shuttle busses  
17 off of the other streets that are really bottlenecking  
18 everything up, and a safety hazard for cyclists like  
19 myself. And also, within the building signage, pointing  
20 people to go to those locations so that taxis aren't just  
21 simply doing what they do now, which is go to where the  
22 people come out of the building.

23 So that's all I have to say. I'm in support of  
24 this project.

25 MS. FARRELL: Thank you.



1 MR. RAMOS: Thank you.

2 MS. FARRELL: Thanks for coming.

3 Matt Carty.

4 MR. CARTY: Hi. My name's Matt Carty and I am  
5 just a regular Joe citizen. But I commuted from Providence  
6 through South Station for a number of years, took a folding  
7 bike, and that's how I got to the station on both ends. I  
8 work in town. And I just wanted to say I think you've,  
9 from what I've seen, done a great job in considering the  
10 needs of people walking and biking, especially opening  
11 Dorchester Avenue as a connection. The intermodal piece.  
12 I think you've got it and you need to get it because it's a  
13 great force multiplier for transit of all kinds, including  
14 commuter rail. So I just wanted to voice in support of  
15 that. Thank you.

16 MS. FARRELL: Thank you.

17 Frank Demasi.

18 MR. DEMASI: Thank you. I just want to mention  
19 that I envy Matthew Ciborowski for getting all the good  
20 jobs.

21 MR. CIBOROWSKI: Thank you, Frank.

22 MR. DEMASI: And he's doing a great job, too.

23 MR. CIBOROWSKI: Thanks, Frank.

24 MR. DEMASI: But I'm a member of the Association  
25 for Public Transportation, and as a member I do support the

1 alternative of a North/South Rail Link, and I wish more of  
2 the details of the North/South Rail Link were a part of the  
3 EIS. You know, there was a lot of work done, there's a lot  
4 that could have been put in there as an alternative.

5 A couple of other things that I'm concerned  
6 about. I'm also a member of the Massachusetts -- Eastern  
7 Massachusetts Freight Rail Coalition. And one of the  
8 things that has been a concern to us is congestion at the  
9 Port of Boston and the new Seaport District. Now, there is  
10 not very good freight access to the port at this time.  
11 It's track 61. But track 61 requires a back-up move to get  
12 into the port.

13 Now, when we talk about relocating some of the  
14 interlockings, especially coming up from the Fairmount Line  
15 into South Station, there may be an opportunity here to  
16 improve that access to the port directly off the Fairmount  
17 Line. And when we displace the NEC corridor improvements  
18 also talk to displacing some of the layover yards and  
19 Amtrak's facilities there, as well as MBTA's facilities in  
20 the Back Bay Area.

21 And I'm just worried that we don't want to  
22 further encumber that connection to the port. Now, there  
23 were Tiger Grants proposed, two Tiger Grants, to try to  
24 improve the port connection for rail. And they're talking  
25 about as many as 6,000 carloads a year could be brought

1           into the port for bulk and other kinds of commodities,  
2           which would take 24,000 truckloads off our roads. So I  
3           think it's very important to include in the EIS, something  
4           about access to the port with the freight rail connection  
5           there.

6                         And the other thing, Matthew also worked on the  
7           Grand Junction connection to North Station. I know we're  
8           going to add at least 16 -- possibly 16 trains on the  
9           inland route to South Station as a terminus. Having --  
10          being a resident in Metro West, I know many of the people  
11          coming out from Worcester and Metro West would like to go  
12          to North Station. And with the new West Station coming  
13          along and DMUS coming along, I really don't see any of that  
14          discussion in the EIS. And I think there is a possibility  
15          to offload some of the trains coming into South Station.  
16          But of course, there will be a tremendous impact in  
17          Cambridge and we have to be responsible of how we would  
18          take advantage of that Grand Junction Line. So again, the  
19          major concern I have though is the logistics impacts on the  
20          port.

21                         And we talk about displacing the Postal Annex.  
22          There's talk of putting that also into a designated port  
23          area or property within the port area. Now, Mass Port  
24          needs as much laydown area as it can get there. For both  
25          trucks and hopefully in the future, some rail. So if we

1 put the annex in there, I don't know where we're going to  
2 put some of these other freight-related things.

3 So I haven't seen any of that discussion in the  
4 EIS. I may have missed it. But I would hope that  
5 something is done about that. Thank you.

6 MS. FARRELL: Thank you.

7 I have someone who signed up as "Neighbor." I  
8 presume you know who you are, because I don't have a name.

9 NEIGHBOR: I live on the B Line and, you know,  
10 I've been threatened and harassed through a variety of  
11 different means. But I really -- I like what you're doing  
12 in general on all the projects, and I can't wait for you to  
13 do something to relieve the congestion on the B Line.

14 I have to walk 25 minutes to get to Harvard Ave.  
15 to get the 66 bus, to get anywhere outside of the Green  
16 Line. And every year it takes longer and longer to get  
17 somewhere else other than Kenmore Square because there's no  
18 zoning and BU just builds whatever it wants, two blocks, 12  
19 buildings. And I'm really looking forward because the  
20 train yard, the commuter rail is in my backyard. To the  
21 new stop that you'll have, but not on my street, so the  
22 (indiscernible) no place to hang out. But maybe, you know,  
23 on Bemick (phonetic) Street, the entrance and exit for the  
24 commuter rail station going towards Boston.

25 And I'm hoping that you do something with the

1 South Station bus terminal because it's an infinite hallway  
2 and it takes longer to get to the Red Line, and then you  
3 have to walk these infinite hallways. It's just not very  
4 user-friendly. The Copley Bus Station on Dartmouth Street  
5 was awesome, and I miss it. I don't know why it had to  
6 disappear, other than the land was too valuable. Thank  
7 you.

8 MS. FARRELL: Thank you.

9 Is there anyone who didn't sign up who wants to  
10 speak at this time? Yes?

11 MR. STEINBERG: My name is Barry Steinberg. I'm  
12 a member of the Association for Public Transportation. We  
13 have a longstanding policy in favor of the North/South  
14 Railway. I just have a few questions; I don't expect an  
15 answer right now. But relative to the layover facility or  
16 facilities, I'm interested in knowing would this be  
17 overnight or during the daytime? Also, another question.  
18 What is the distance measured by time to and from the South  
19 Station to each of the proposed layover sites and how much  
20 distance friction, so to speak, would there be with other  
21 rail traffic?

22 MS. FARRELL: Thank you.

23 Is there anyone else who would like to speak at  
24 this time? Seeing no other indicators of interest, I'm  
25 actually going to close the hearing. But because you have

1       asked some questions and because we have some time left  
2       this evening, Matt is going to address a couple of the  
3       issues that were raised. So if you'd like to stay and hear  
4       those answers, I would encourage you to do so.

5               MR. CIBOROWSKI: Thanks, Nancy.

6               And thank you all for the very thoughtful  
7       comments. I want to get a couple that I think can be  
8       cleared up a little bit and are in the DEIR in ways, and  
9       shapes, and forms that folks can go take a look at as  
10       they're looking at their comments.

11              There was a question about how many tracks do we  
12       really need at South Station and can we do more than we're  
13       currently proposing. We've done a very extensive and  
14       detailed operational simulation analysis to come to our  
15       proposal of 20 tracks. That's online. You can take a look  
16       at it. It's about 700 pages long, going through every  
17       single possible permutation of number of tracks. And the  
18       result is that 20 tracks are all used effectively and that  
19       additional tracks, while potentially physically feasible,  
20       aren't really utilized all that often in even some of the  
21       biggest usage scenarios at the station.

22              And I can talk to you a little bit more about it  
23       after, Bob.

24              Questions about noise, and especially in the  
25       existing neighborhood. So again, if you look at the DEIR

1       there's a lot of examination of what is the noise on  
2       Atlantic Avenue now, what's the noise level and what will  
3       it be in the future. You know, two things to keep I mind.  
4       One is as we expand the station towards the east -- Three  
5       things. Let's say three things. As we expand the station  
6       towards the east and there are more tracks for trains to  
7       berth on, naturally there will be fewer occurrences of  
8       trains, you know, berthing as close to Atlantic Avenue as  
9       possible.

10                You know, second, as the T and Amtrak grow and  
11       buy new trains each and every year, those trains are  
12       require to meet new and stricter standards each year, not  
13       just in air quality, but in noise and vibration impacts on  
14       the neighborhoods. So as locomotives get replaced, the  
15       noise level goes down. You'll notice now that, you know, a  
16       train today is much less noisy than it was 10 years ago.

17                Third, is that, I mentioned before, the South  
18       Station Air Rights Project along Atlantic Ave.

19       (Indiscernible) over there can show you some pictures of  
20       where the buildings that would be. But like we mentioned  
21       on the Four Point Channel Side, if we build our buildings,  
22       that really traps in the noise and creates that barrier.  
23       And the hope is that by building the Air Rights Project and  
24       again, it's permitted and it's supposed to go forward, will  
25       help really create that noise barrier and will also be a

1 plus for the community on that spot.

2 Questions about the taxi and shuttle drop-offs  
3 and kind of the usage of the streets around South Station,  
4 you know, that's a great thing and something that we've  
5 talked about a lot. The city has been very invested in  
6 trying to improve that as well, and we think that reopening  
7 Dorchester Avenue and thinking about that circulation can  
8 really bring some benefits. I'm going to --

9 Joe, where are you? So Joe back there, if you  
10 want to chat with Joe after the meeting he can show you  
11 some details of some of the things we're thinking about for  
12 reallocating curb space, how we might improve the  
13 circulation, and really improve some of the crossings of  
14 the street, the double-parking, and how shuttles kind of  
15 get in and turn around at South Station.

16 Frank, we're definitely looking at the  
17 interlockings to South Station. We definitely want to  
18 address, you know, and make possible any potential sorts of  
19 move to the port -- to the station, whatever we can.

20 Tony over there in the corner, Tony, say "Hi."  
21 Tony -- That's Tony. Tony can give you some detail after  
22 the meeting as well, but some of the way the interlockings  
23 are looking to be laid out down in that area. The Post  
24 Office relocation is certainly a hot-button topic that  
25 folks are interested in. But the environmental impacts of



1 the Post Office relocation will be addressed through a  
2 separate and equally publicly involved process to really  
3 look at what the highest and best use of those lands and  
4 some of the environmental impacts there are.

5 And then finally, if you want to talk about the  
6 Rail Link and have some thoughts on that and how we can  
7 better incorporate it, I'm going to direct you over to  
8 Scott Hamway, my boss over here on your left-hand side of  
9 the room to chat with after this meeting. He's got some  
10 thoughts and some ideas as to how to make that go forward.

11 Nancy?

12 MS. FARRELL: Thank you all very much for coming  
13 this evening. The members of our team are happy to stay  
14 around and address the questions you've raised or others  
15 that have been prompted by the discussion. Please, if you  
16 need information about how to comment, it's at the table in  
17 the back or you can speak to one of us. We'd be happy to  
18 take your comments tonight, but look forward to receiving  
19 them by December 24.

20 Thank you again for participating and wish you a  
21 good night.

22 (Adjourned.)  
23  
24  
25