



To:	Joe Pavaio MassDOT Project Manager	Date:	February 2, 2018
From:	Elijah Plymesser Howard Stein Hudson	HSH Project No.:	2013061.36
Subject:	MassDOT Chelsea Viaduct Rehabilitation Project #605237 Chelsea GreenRoots Meeting Meeting Minutes of January 18, 2018		

Overview

On January 18th 2018, the Chelsea environmental justice non-profit GreenRoots hosted MassDOT's Chelsea Viaduct Project Team, as well as representatives from MassDOT, the MBTA and the FHWA, for a community forum where members of the Chelsea community could share their specific concerns about the upcoming project on the Chelsea Viaduct Rehabilitation Project. The meeting began with introductions by GreenRoots staff, the Project Team, and MBTA and MassDOT representatives. The Chelsea residents then went around the room introducing themselves and shared their main concerns about the upcoming project.

Residents reiterated their concerns from the previous meeting as well as raised some new issues. Primary concerns centered on mitigation efforts to make the 111 bus route an efficient mode of transport during the construction period, the closure of Ramp A and its traffic impacts, lead containment and noise pollution, lighting under the structure, a local hiring preference for Chelsea for minority residents, homeless displacement, and whether or not the City of Chelsea would recover control of the Ramp A parcel and receive the disincentive penalty revenue from project delays.

Community members were particularly concerned about the large impact of the three concurrent projects that will affect the 111 bus route: Chelsea Viaduct, Tobin Bridge, and the North Washington Street Bridge. Tom Quattromani of the MBTA informed the community that the 111 ride time could increase from 35 minutes to 1 hour and 10 minutes (to get from Bellingham Square to Haymarket)

Community members also took issue with the expected diversion of street traffic to the Everett Ave entrance ramp, stating that it could not possibly handle the increased volume. There was a general agreement on the importance of upgrading the Everett Ave entrance ramp geometry. Community members were unanimous in their concern over lead contamination and expressed a desire to receive funding to hire an independent 3rd party lead abatement professional to ensure exposure does not occur.

Members of the audience implored MassDOT and the MBTA to consider deeper levels of mitigation, especially for permanent noise barriers and reduced fares for Chelsea residents. They also desired to see MassDOT as a more responsive and respectful partner that values the local expertise and



experience of the community at large. Members of the MassDOT team were invited to spend a week in Chelsea with a resident in the room to get to know the project area better and how users experience the Viaduct.

The MassDOT project team recorded and responded to as many community concerns as possible and pledged to look deeper into mitigating some of the most significant concerns of the residents.

Detailed Meeting Minutes¹

Agenda Item 1 [Welcome & Opening Remarks]

[C] **Maria Belen Power:** I want to welcome everyone that came from the community, thank you for coming! I also want to thank the team from MassDOT and to thank you for the flexibility to meet with the community, we are very grateful for that.

I'll give you a little bit of background about GreenRoots and our experience with transportation in general. GreenRoots is a community based organization working around transit, transportation, and other issues that affect daily life for Chelsea.

One particular project we have been very involved in is the Youth Pass. We run the Youth Pass program for Chelsea out of our office for the Youth Pass, so that is why we also have some younger members joining us tonight. Directly related to the viaduct, we have had two large community meetings here at GreenRoots and we were also present at the public information meeting. This is a project that everybody knows and has been hearing about for a couple month and that is why there is a lot of interest and some worries around the project. I think we will do intros quickly.

[C] **Joe Pavao:** My name is Joe Pavao I'm from MassDOT and am the PM for this project.

[C] **Mark Kolonski:** I work with HNTB as part of the consultant team from HNTB.

[C] **Alex Siu:** I'm a traffic engineer with HNTB

[C] **Mike Beintum:** I'm a structural engineer with HNTB

[C] **Erica Blonde:** I'm with HNTB as an Environmental Planner

[C] **Donny Dailey:** I'm with MassDOT and serve as the public liaison.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.



- [C] **John Lozada:** I am John Lozada and I work in the office of Civil Rights for MassDOT and MBTA, and work to make sure individual civil rights are respected in our project. My job is to make sure we don't discriminate in all public facing project.
- [C] **Maria Belen Power:** Ok let's go around, with names and your top concerns---only one concern!!!
- [C] **Indira:** I live in Prattville, my major concern is that there be someone on call with whom we can talk.
- [C] **Damali Vidot:** I am president of Chelsea City Council. I live on Highland St. My concern is the impact that this is going to have on traffic when the bridge goes up and we're stuck in traffic. Especially in case of emergency, it already takes 20 minutes to cross the city.
- [C] **Vicente Perez:** I live on Cherry Street, my issue is also traffic because we have so much construction going on. They want to close one of the exits because they say not enough traffic is there, but I don't know. My other concern is when the casino opens more traffic is going to come this one?
- [C] **Suyapa Perez:** I live on Cherry St. There are a lot of concerns we have, one we are really concerned about is what percentage of Chelsea residents will be hired to work on this project?
- [C] **Floralma Ochoa:** I live 48 Gardner St. My biggest worry is when I'm walking on Washington to get the 116 bus and I have to wait a really long time, will they be adding buses to this route?
- [C] **Caroline:** To me increasing the reliability of the 111 crossing the Tobin is the biggest concern. And also the need to add a stop in Charlestown so passengers can get off before going in to Boston.
- [C] **Ana Rivera:** I live on 6th Street close to the Commuter Rail. I'm worried about how do I get around and how do I get home because of construction around the Silver Line. How much more will we have to put up with in terms of these project?
- [C] **Yahya Noor:** So the question I had, since there is so much traffic coming back from Ted Williams street or Summer Street there is already a charge to get into the city, will there be relief here?
- [C] **Roberto Rodriguez:** My question is that that is the ramp the 111 uses to get to Boston, what is going to happen to the station right by the elementary school?



- [C] **Michael:** I live on Orange Street near the High School. My question is how construction will affect the MBTA trains and buses?
- [C] **Damaris:** My main concern is the traffic, especially when the bridges are up from E. Boston.
- [C] **Stacy Lopez:** My worry is about the homeless that lives under the bridge.
- [C] **Community Member:** My main concern is that our input in that neighborhood is going to be respected because we are a poor and dense community
- [C] **Enio Lopez:** City Council D4. My main concern is about outreach to the people who live underneath the whole bridge especially about what will be done with the lead.
- [C] **John Valench:** 13 Cheever St. I am a resident for all my life. I just want to be really clear the community is interested in mitigating lead but how we ensure no lead gets into the air and the earth. Would the panel be willing to ensure that no one will be harmed from the impact of this project on the record? In addition, just want to know what else was done in Charlestown around the North Washington Bridge.
- [C] **Eden Edwards:** I live on Crest Avenue. My biggest concern is Traffic Patterns.
- [C] **Quancy Colvera:** I live on Orange Street. How children will be affected during construction in that environment.
- [C] **Katie Agulair:** I live on Clark Avenue. My biggest worry is health and pollution.
- [C] **Gabriela Ramirez:** Clark Avenue; the hours of construction are my biggest concern
- [C] **Jacqueline:** Pine Street; my biggest concern is how this going to affect air pollution?
- [C] **Maurine Pauly:** 150 Captains Row. After years of dealing with this proposal and related proposals. It's difficult for me to select just one question for you. However, that is made possible because of my neighbors speaking so eloquently. So many of the serious issues that you are inflicting upon the city of Chelsea. But I will choose one. It has to do with the long term effects of your proposals. Given that the short term effects during the construction are horrifying—I'm constantly struggling getting stuck in the short term effects and stopping them. So it's hard to have the breath to talk about the long-term issues. For many years we in Chelsea have been struggling and going to meetings and design sessions so that we can talk about the need for parking. The need to address massive traffic problems, the need to address our massive pollutions and toxicity problems, and what you are proposing is completely counter to our needs for parking and the needs for greenspace. For example your proposal about the dual roads is crazy for us, it takes away our parking design protections



and our greenspace. So my question is please address the issues for long-term, the designs you are essentially forcing on us. Thank you.

- [C] **Charlene MacClain:** I live right around the corner from the Tobin Bridge, and I share all of the concerns that have been brought up so far, and given what we have to put up with for 5-7 years, I would like to know what measures are put on this project for sticking to the schedule, and what penalties will be assessed if they miss deadlines? Thank you
- [C] **Rosie Bongiovanni:** I am the ED of GreenRoots and a Chelsea resident. I share all of your concerns and many more.
- [C] **Lucia Henriquez:** 100 Maverick Street. One of my concerns is about the schools, the Williams school and Chelsea high, we need to think about the parks and a childcare center. We need to think about what will happen with the children when they go out to play, about the health and the pollution?
- [C] **Margarita Franco:** Chestnut Street right by the Beacon Street exit; my main concern is that when they do work on the Tobin there is a lot of noise and lights. How are you going to address those concerns? Also I have my little kids in the house and I know there will be a lot of dust and lead on the job. I want to know how you are going to prevent the lead dust from coming into my house and affecting my kid's health.
- [C] **Laura Garity:** Admirals Way, my concern, this is the 3rd DOT project I've sat in on and each time we express our concerns and you all listen and then you go away and nothing happens. And I don't know what authority you people have to help us figure out the three projects that are basically going on simultaneously.
- [C] **Paula Garity:** I live on Admirals Way and I'm concerned that each of you understand that the situation in Chelsea is difficult before these projects even start. And we really need some assurance that this time you are going to pay attention to what we want and work with us, and make it easier for us to deal with the other agencies as well because every one of them is going to be impacted.
- [C] **Terry Englen:** Longtime resident, I live on Marlboro Street. Like these two young ladies I want to thank you all for coming tonight, and I hope you listen to all these people and this is our home. It's very important this is our lives. I'm a homeowner and I'm just concerned about the area under the bridge and how it will affect all those homes.
- [C] **Joe Englen:** I live on Marlboro Street and my main concern is the fact that we are going to have traffic problems, which will cause all kinds of trouble. My biggest concern is emergency services, fire, police, and ambulance. How can we work on getting something set up where



EMS have freer access, because you know when you start tearing things up it becomes a mess?

- [C] **Jose Franco:** I live underneath the bridge, it's too noisy it already feels like we are living in a war zone.
- [C] **Judy Dyer:** I am a lifelong Chelsea resident who has lived in the same house my entire life. I live on Heard Street right in the middle of the Silver Line mess. This is what I would like to see. I would like to think that you people would be considerate and have a few people that can be liaisons that we can be in touch with and have a working phone number and who will get back to us and give us the status of things with the project. I think it would be nice if we felt you people really cared about Chelsea. It would be a very unusual thing, I have never, it would be very nice if you could set up an open-door policy and you will have meetings and every so often you just update us. And maybe use GreenRoots as a main pipeline to get information out to the community. That's it.
- [C] **Lisa Santagate:** 221 Shurtleff Street, near 5th Street, near the ramp. I wanted to piggyback on a few things people said, my main concern is an amalgam of everyone's concerns, I heard warzone, but just consider the general trauma that the city will live through and for you to just think about the emotional effects on Chelsea as a community. And again Judy was talking about being available to listen but I would like you to see proactive and be ready to address issues before you hear from us. We want to see you proactive with communication and mitigation I suppose.
- [C] **Grace Molina:** I live on Washington Avenue. Right now for this meeting not be one of those meetings that just happens and is recorded and we don't hear back. I hope that some of the people in front of us will be making decisions that are positive for the community. There are a lot of community members spending their time. Thank you for your time and just bear in mind that this is a community of people that you are dealing with.
- [C] **Nelson Hoffman:** I live on Cottage Street. I work for FHWA and I'm just here to observe the process.
- [C] **Hugo Perdomo:** I live on Wash Ave. One concern I have is the 11 bus. That's the one that most of the people here in Chelsea use, so I'd like to hear anyone from the MBTA help us address this.
- [C] **Courtney Hixon:** I live on Medford St. I'm a direct abutter to the Tobin bridge. So I'm just here to make sure that Chelsea is considered in this process. Just to make sure that our transportation concerns and our general community concerns are respected seriously.



- [C] **Alex Christmas:** I live in Prattville, I have 4 children and my husband and I all use the bus. 116 111. We drive on the Tobin bridge and the viaduct. My only concern which is shared is the transport, traffic, and the parking and how this will affect my children. Will there be any danger to their health. I agree with Lisa that continuous community outreach is necessary.
- [C] **Mike Sandoval:** I work for the city of Chelsea, Everything has been mention but my concern is this project of Tobin Bridge Rt1 that the city is divided in half. All we ask from you is to consider that the city is split. We need to think about concerns this evening and make sure the community is listened to.
- [C] **Paleila:** What types of penalties will there be on the project about
- [C] **Molly Dunn:** I've lived in Chelsea for 21 years. I was informed by RB to show up for this meeting. Um I kind of just learning right now as we speak. This is maybe a little separate but could be added in. If you are planning to widen this, I want a walking bridge. We could cut off a lot of traffic if there was a way to walk into the city. My main concern is the lead paint going into the air and I would love to see the greenspace underneath the bridge included. I don't know how it's fitting into this but I hope it does. And if we are going to do this on a schedule, I admit I don't live near the construction, but when we have done construction in Chelsea...I noticed that if we work at night we get things done a lot faster. But I would rather get something done overnight for a year rather than drag it out for two years.
- [C] **John:** I work at GreenRoots. I think all the concerns I have are already expressed by everybody
- [C] **Leilani:** I work at GreenRoots; I'll echo John.
- [C] **Michael DeJesus:** How are you going to inform us in case something happens, like if lead gets into the air?
- [C] **Stephanie:** My name is Stephanie and I live on Congress Avenue: I'm concerned about traffic because there are a lot of young people in Chelsea that take public transport and I worry if they have traffic they might get their hours cut and lose their jobs, especially because they are often supporting their families.
- [C] **Sharkaya:** I live on Cottage Street. My concern is the safety for the kids near the Williams School.
- [C] **Julio:** I'm here for the same reasons as many of you guys, traffic and the impacts from construction next to the schools.



- [C] **Alelila:** My main concern is the 111 I take it to go to school the schedule is kind of funky and there isn't always a way to get back to Chelsea on time. I'm curious how much later this is going to make me.
- [C] **Maria Belen Power:** That was most of the questions and now we are going to turn over to you for the Answers. Many of the concerns we have heard confirm the community concerns. Traffic, Noise, Pollution, Transit, Jobs, etc. How do we as a transit dependent community ensure we have better and affordable access during this project? I'll turn it over to you Joe to respond.
- [A] **Joe Pavao:** I'm going to take a deep breath first! Thank you for hosting us and I want to apologize for not being able to join the previous meeting. I also want to thank the MBTA and the FHWA. I did read the minutes from the previous meetings. And after listening to your concerns tonight. I have a much clearer picture about the concerns you expect to have on this project. I'm going to attempt to go through all the major issues and go through them one by one. We will have minutes transcribed and available for everyone on the website and the meeting is going to be recorded.
- [C] **Joe Pavao:** First the Tobin and Viaduct are two separate projects. The reason I want to define it that way, because there are two contractors, PMs, schedules, etc. But it is a project of MassDOT. The first thing I want to talk about is the need for the project. The Chelsea Viaduct is structurally deficient and in need of major renovation. We also recognize as an agency that Chelsea has had to live with this Viaduct bisecting their city, and we are going to do our best to address those conditions as we go through the project.

Having said that, there are a lot of existing problems that we will not be able to solve as part of this project but we do plan to mitigate as many of the issues as possible that come up as part of this project. MassDOT has also been actively working with the City MGR not just on the bridge but underneath the bridge.

One of the first things I want to address is Public Participation and Public Outreach. 10 years ago MassDOT did not do any of this, we would just go straight to the design public hearing. Our approach now, not just on major projects is to get out early and often with the public, we want to hear about the concerns and we want to hear about them now before construction.

I'm going to address a couple of the more obvious major concerns you brought up. The first being public outreach and the process moving forward: this is not the last time you are going to see us. We have a public meeting next week. When this project gets certified and goes to advertisement it will be transferred to our district construction office, but that doesn't mean that I'm out of the picture. In addition to that, the public Involvement and the team you have



hear will stay involved through construction. So we will have a point person who will have a phone number, website and email. And we will also have a 24 hours hotline during construction. We will also be working with community groups like GreenRoots, the Collaborative, and the City to get the message out if there are any changes to the construction schedule and any impacts. In construction we are also going to require the contractor do public presentations anytime there is a change in the construction process. So that was the public outreach process. We could talk about bus 111, that was one issue that came up and I'm going to let Tom Quattromani talk about bus 111 but I also want to talk about the impact of closing ramp A.

Just real quick before Tom jumps in. Bus 111 currently uses Ramp A to get into Boston. What the MBTA is proposing for line 111 is purely coincidental to what we are doing with the viaduct and the Tobin Bridge. We're not closing ramp A because the MBTA proposes to change bus stop of 111 and vice versa.

[A] **Tom Quattromani:** My name is Tom and I am the planner for the Charlestown garage and I'm a senior transportation planner at the MBTA. I work out of the Charlestown garage which is where the 111 leaves from. The 111 is one of the MBTAs most important bus routes, serving over 12,000 people a day. That alone means we could probably talk about it all night. Now I wasn't at the last meeting but there are a few issues that were brought up at that meeting that I will try to address here.

A quick review of the current operations of the bus 111 may help answer some questions. You may or may not have read in the papers that the MBTA has a historically low number of bus drivers, there is a deficit of 150 drivers. That coupled with the fact that our maintenance garages are operating at 120 percent capacity, is creating a situation where when a driver calls in sick or is out for some reason, we do not typically have a driver ready to take over that route. Typical operation entails that when a trip is going to be dropped on a less frequent route, like the 112 for example, to avoid a big gap in service for that route buses and drivers are typically borrowed from key bus route like 111 and because the 111 is scheduled to run every 5-10 minutes it is hoped that one bus being pulled off to cover the 112 won't missed. So that's the Charlestown garage, it only has one key route, the 111, but 32 other routes.

The 111 is often borrowed against heavily, which is causing some of the big delays you have been experiencing. To try to counteract that, the human resources department at the MBTA is redoubling their efforts to train drivers and get them behind the wheel but it takes several months to take an individual off the street to get a CDL license and behind the wheel in a bus. Along the way through that process we will typically lose a large portion of the class. So we might have 100 people studying to be an MBTA driver and end up with 20 new drivers at the end. That's how things stand now and that's why you're feeling why you're feeling today.



Now we are part of MassDOT, so we usually hear about construction projects far in advance, and of course we have our own projects on the red line/ green line etc. So we use our busses to mitigate the impact of those projects. For example if the redline goes down between two stations we have buses connect people between the two stations. So we have MBTA projects that we are using our buses to mitigate and now we also have highway/bridge projects that we need to work on such as the Chelsea viaduct, Tobin project and the North Washington Street Bridge project. All of which for the 111, because the 111 goes over all 3 bridges, is looking at runtimes expanding from the 35 minutes we schedule for, to increase by about 40 minutes to be about 1 hour and 10 minutes under the worst circumstances. The North Washington Bridge could account for 40 minutes, the Tobin will account for 7 more, so we are studying alternative routes and alternative methods to get people from Chelsea to Boston. Right now there is a package going in front of the GM and the secretary where they are trying to divert some people to the Silver line and to the other few access points to Boston.

So that is what we are studying to try to figure out. At the last meeting a few issues came up that I can try to answer here. One of the audience asked, could people board the 111 bus before it leaves instead of waiting out in the cold (from Haymarket)? Most of the bus stops in Chelsea are through stops, so the bus stops, and pulls out. The only place a bus should be stationary is where they are laying over. A layover location is where we send a bus to wait for its departure time to start their run.

[C] **Community Member:** The issue was we stand at Haymarket where there are buses off to the side. So we are standing off in the freezing cold and the Waltham people are sitting on the bus reading their newspapers.

[A] **Tom Quattromani:** Operationally we aren't supposed to have people on the bus if there isn't a driver or inspector there. We really aren't supposed to. Typically that is the bus drivers chance to use the bathroom and get something to drink. Haymarket is one of those few opportunities for drivers to use those facilities.

My next question was that there continues to be service issues early in the mornings. There are buses that pass full in the morning. If we could put the buses that we plan for on the road, we wouldn't have this problem, but because we steal 111 drivers for those other 32 routes, the actually service delivery is much lower than planned.

[C] **Community Member:** You need to stop borrowing from the 111 for those other lines.

[Q] **Community Member:** Is anybody like supervisor checking these buses? In the morning close to Woodlawn I see 2-3 buses sitting like there is nobody supervises them.

[A] **Tom Quattromani:** All buses have GPS trackers so they can see where they are sitting. So yes it would be nice but dispatch will probably be sending them.



- [Q] **Community Member:** So, at Haymarket, three buses from the 111C come together. Why can't the supervisor switch one to go to Woodlawn?
- [Q] **Community Member:** Maybe give the supervisor some authority over the scheduling, because if three buses are going in the same direction I know it's done, I'm going to be there minimum a half an hour.
- [A] **Tom Quattromani:** It's a legitimate concern, we are working with the operational crew and supervisors to iron that out. Unfortunately, it has not been a rewarding effort so far.
- [Q] **Community Member:** I understand all the trouble you guys are having but do you have a plan already for what is going to happen? Would it be a possibility that people in Chelsea get maybe not free bus but a reduced rate, because it looks like people are going to have to deal with 2-3 hours to get to Boston?
- [A] **Tom Quattromani:** It seems like one way or another it's just going to take longer to Boston, and we are currently working on a plan, one is the commuter rail. The commuter rail ends at north station which isn't Haymarket, but it is very close to Haymarket. We know about 40 percent of the riders getting off at Haymarket go on to walk someplace. And another 40 percent get on the Orange line, with the rest getting on the Green line. So that is why we are looking at the commuter rail to see if it has the capacity. There is the silver line gateway which will be opening up soon and we are hoping some people will want to take that.
- [Q] **Community Member:** When you came up with those proposals and got your 40% numbers, did you contemplate how hard it is for some of to get to the commuter rail, or the difference in the schedule or the cost?
- [A] **Tom Quattromani:** At this point we are looking at a very short number of possibilities. There are only so many ways.
- [A] **Community Member:** The problem is that your solution requires me to walk a mile to get to public transportation.
- [C] **Joe Pavao:** I really want to have him talk about the 111 relocation and some of the things we will do to mitigate that, and I also want to talk about the lead paint and dust.
- [C] **Community Member:** 2 points, one when you were talking about the Charlestown garage and worker shortage, this isn't a new issue. Second you used the word hope, but that isn't planning, we need to come up with a plan.

It didn't sound like more was being done and it sounded like you were blaming the workers. Lastly the commuter rail might be an option but there needs to be a shuttle to connect key



routes. Since this is such an inconvenience. Let's talk about costs for the Zone 1a passes. This is a series of projects. You are literally crippling people's ability to get to work and take care of their communities.

- [A] **Alex Siu:** I was thinking about working with the MBTA, the same thing with the 111c, could we do something as a shuttle from Cary Square to the commuter rail. That maybe a solution.
- [C] **Maria Belen Power:** We have a community member who has to go and I want her to be able to ask a question.
- [Q] **Community Member: (In Spanish)** Like I said I live near the silver line and the construction is making my life very difficult. I live right in the point where a car and a motorcycle fell off the overpass is and I live in fear that this will happen again, is it possible that there could be a barrier (89 6th St.) Near the High School. It happened a few years ago. Close to where the FBI building is but on the opposite side.
- [A] **Joe Pavao:** We are going to be upgrading all the barriers that keep the cars on the roadway. They will be taller barriers. We will address that. One more thing with the T: the relocation from the stop at ramp A will be relocated to the Everett St on Ramp so that will be a time savings.
- [A] **Tom Quattromani:** We are looking for anyway to shorten the time with these 3 simultaneous processes, so we use the other ramp [Everett Ave] to save 5 minutes. By that point almost 90% of the passengers of the 111 are already on the bus.
- [Q] **Community Member:** Have you done a traffic study for that ramp in the morning? It might cut 5 minutes off but it will be stuck on the on ramp in traffic.
- [A] **Joe Pavao:** As part of this project DOT is making changes to the Everett Avenue intersection as mitigation for this. The bus 111 will be relocated to Everett Avenue.
- [Q] **Community Member:** Can you explain why these decisions are being made in a vacuum?
- [A] **Joe Pavao:** Well it wasn't in a vacuum on November 8th. We did do a PIM and have been working with the City Manager. We have done studies it is very low traffic.
- [Q] **Community Member:** What does low traffic mean?
- [A] **Alex Siu:** We have done counts for a week for 24 hours a day and projected for 2040.
- [Q] **Community Member:** Have you added in the new units coming and projected up to 2040?



- [Q] **Mike Sandoval:** It was created for that reason. A lot of you don't live here. In the winter time the salt trucks utilize that ramp. I don't understand why the people that live here, I don't understand why? You took that land by eminent domain, if you take that ramp away is it going back to Chelsea
- [A] **Joe Pavao:** If we leave the ramp where it is we are going to use it for DCAMM parking. We own all the land under the viaduct and we are working with the city to expand the parking and will do new lighting, and drainage.
- [Q] **Community Member:** Are you going to build a parking garage? That facility has plenty of parking.
- [A] **Joe Pavao:** We are not coming in to try and solve all the problems we have. We intend to mitigate increase parking spaces.
- [C] **Rosie Bongiovanni:** I saw you are dropping 5 million dollars for new lights in the South End. But the people of Chelsea get the short end of the stick. My mother's house was moved for the Tobin bridge. But we are a poor transit dependent community. At what point do you go back to the community and say we want to do more than just our best and give parking to DCAMM. How does this comply with the environmental justice policy what are you doing to make sure these issues are addressed.
- [A] **Joe Pavao:** We are doing quite a bit: drainage, lighting, parking, arch encasements. We are going to replace the structure that is going to keep us from doing constant repair. We are doing the best we can and how to mitigate the impact of the project. All new lighting, all new repaving, all new. We are going to provide a fund for enhancement. We are accelerating this project to get out of here as soon as possible. The entire superstructure is going to be done in 9 months.
- [C] **Community Member:** Oh that's insane. It is not going to take 9 months. I was here for the Big Dig and the Longfellow.
- [A] **Joe Pavao:** Let me address that we did 14 bridges in 14 weekends on I-93 in Medford.
- [Q] **Community Member:** Were you on top of neighborhoods and schools?
- [A] **Joe Pavao:** I'll go through our schedule. They are comparable because of the same construction techniques.
- [Q] **Community Member:** Were the communities the same? We get that this project needs to go through. We've had enough and you need to do more for us than the bare minimum and we



have to bear the burden for all the regional communities that want to drive through here. We just want you to do better by us than what DOT has done for us in the past.

- [C] **Mark Kolonoski:** We are trying to do this with the least impact possible. The Accelerated bridge techniques weren't originally going to be used. This was something that the community consideration took into account. We understand it is going to be inconvenient during construction. We are talking about weekend work, we are going to be in there weekends. To answer your question it has been considered and please understand that maybe there is an opportunity to do more.
- [C] **Community Member:** This is the third meeting I have sat on. We brought up the issues with the 111, we are going to be paralyzed. I can't go anywhere and you got private construction going on.
- [A] **Tom Quattromani:** I don't want you to feel like Chelsea is the only community being impacted. We have 350 structurally deficient bridges in the Commonwealth, you are not the only community.
- [C] **Rosie Bongiovanni:** We are the only community gas, oil, salt, NE produce communities, and densely populated. You can roll your eyes but that is reality.
- [C] **Damali Vidot:** You keep saying the project is covered. You have sick time? Vacay time? 30 minutes means they lose their job. It's the difference between being able to meet you family's needs or not and don't be disingenuous about comparing us to all the other communities. This table does not have the same situation. You need to appreciate that when you tell us these things are 1 to 1.
- I find it completely disrespectful, when one of your staff people, we are talking about our livelihood and you are basically saying go fuck yourself. What did you hope to do? What I'm feeling is disrespect. I find it totally disrespectful, this is a problem for me. But someone was here to play candy crush.
- [C] **Mark Kolonski:** That is absolutely not the intent. Then there is a need for more discussion. I can't commit to anything right now.
- [Q] **Damali Vidot:** Is there an opportunity to keep the ramp. There is a ramp justification document that the City has. When you keep saying you are working with the city and I don't know. Is it written in stone?
- [A] **Joe Pavao:** We are planning on closing the ramp and the decision to close the ramp. Right now our study indicates that this ramp can be closed without adverse effects. We need to get the study to you. We can talk about it and get into the detail of the study.



- [Q] **Community Member:** You have those studies but we are telling you they are not accurate. But what does the study show about the Everett Avenue. You are just dismissing our concerns. Have you actually talked to anyone that takes the 111?
- [Q] **Community Member:** My question now is did you talk to anyone that takes the 111. Because the count methodology could be flawed and nd they need to have cops because the traffic is so backed. It's a yes or no question, did you talk to anyone that takes the 111? And anyone that drives on the Tobin?
- [A] **Joe Pavao:** I'm going to take this back, it's not my decision.
- [Q] **Community Member:** When the bridges are open salt and everything is a mess. Also you have all these different school schedules? I only know this because I have kids here, when you talk about your study point that out, but if it's not addressed you need to take it into account. Also all the new construction, how does that impact? You are going to need to get us helicopters.
- [C] **Mike Sandoval:** I think it's a mistake having all these studies being down. 12 years ago Starbucks said no, but now they are here. Those ramps are old. You don't look at us like we don't deserve the same thing.
- [C] **Community Member:** I think you need to stay here for a week, because counting cars are not looking at things. I have an extra bedroom. Try and get around here.
- [C] **Yahya Noor:** I don't even get on the 111, to get to the ELC it takes me a half hour to get across the town. I'm not just talking about evening but in the AM it takes like 40 min.
- [Q] **Damali Vidot:** What if there is a big fire when the bridges are up??? We have a history of fires. These people are talking because they are the experts of this community and we are telling you it's not feasible. Light some *palo santo* and just listen to us. I have some if you need.
- [A] **Joe Pavao:** One thing on construction when I talk about 9-months. One of the ways we enforce that, we have incentives and disincentives for the contractor. They get a bonus or cost. So when contractors bid here, they are going to have an incentive to meet this deadlines. We are going to help them with heavy incentives/disincentives.
- [C] **Community Member:** Chelsea should be involved in how that money is spent.
- [A] **Joe Pavao:** That is a contract between the DOT and contractors. We negotiating with FHWA. We are setting up an enhancement fund.



- [C] **John Valinch:** You should connect that investment fund with the fine fees. If you haven't signed your contracts then don't say you can't do it.
- [A] **Joe Pavao:** We are trying to listen to all of your concerns to set up a fund haven't gotten a number yet.
- [C] **Damali Vidot:** We would be doing the cleanup.
- [Q] **Community Member:** The under bridge lighting, etc. isn't that already included?
- [C] **Maureen:** In the world that I live in we treat each other as equals. We never think about coming to the table without having the specifics about the money. I'm glad that you have recognized or been forced to recognize, that you have to offer something to communities that have been assaulted by agencies like MassDOT and the MBTA, the electric companies etc. It's not necessary for you to argue with our perceptions. I'm still learning to not argue with other people's perceptions. We have trauma and PTSD and what you are offering us as a future is not respectful. Don't come here again talking about an enhancement fund without throwing some money down on the table.
- [C] **Rosie Bongiovanni:** We are stuck on a few things. Tom we would love to have you back to talk about these other issues.
- [C] **Mark Kolonoski:** We are aware of the construction impacts. It's going to be loud, they will have to demolish a bridge, big saws, jackhammers. We need to mitigate this somehow. We are doing a noise analysis, getting the ambient noise levels, the decibel level. Then MassDOT will set an allowable decibel level. If they do exceed that level they will have to mitigate that by bringing out an acoustic engineer while doing continuous monitoring. There are temporary noise barriers and noise walls. Anyway to put up a barriers is the best way. The acoustical engineer can see who would be the most effected.
- [A] **Mike Beintum:** They can also spread the noise
- [A] **Mark Kolonoski:** There will also be time restrictions on when saws can be used.
- [A] **Mike Beintum:** We are going to cut the bridge in pieces, take them down one at a time etc.
- [C] **Rosie Bongiovanni:** I think you should think about the noise barriers permanently. The homes next to the bridge have serious issues.
- [C] **Mark Kolonoski:** We are going to have a serious discussion about this on Monday. In order to qualify for a wall, there would need to be more changes. But since we aren't changing anything in the post construction conditions the project itself doesn't qualify for the installation of a noise barriers. Federal highway won't participate in it.



- [C] **Mark Kolonoski:** I am not a lead professional but I can talk. Standard MassDOT specs require the most up to date OSHA and other best practices are met. They contain the area in a negative pressure containment system. They blast off the paint, collect it, and it gets shipped off to an out of state facility. That will happen every time.
- [A] **Mike Beintum:** They did this recently by the high school. Outside the bubble has a negative pressure so that nothing can escape.
- [C] **Community Member:** It would be great for MassDOT to give us money to contract a lead professional to oversee.
- [C] **Damali Vidot:** There are lead paint chips falling all the time are you doing anything about it? We are really getting the shit end of the stick. I'm just not convinced. I've experienced how DOT has treated us like red-headed step children.
- [C] **Mark Kolonoski:** I know this project team is working hard to do what we can.
- [C] **Yahya Noor:** To add what Damali said, there is public housing there and the residents walk so they have to walk through that. We also asked the City Manager about lighting, there is no lighting there at all.
- [C] **Community Member:** I want to reiterate about having an independent analyst. You mentioned someone will be hired to do 24 hour hotline. If you are going that far, the results of these tests should be public and available to the liaison. We should also receive a portion to hire an independent analyst. Cancer asthma and all that fun stuff.
- [C] **Damali Vidot:** I understand and really appreciate you guys coming out tonight.
- [A] **Joe Pavao:** I'm sure I missed a lot.
- [Q] **John Lozada:** Please explain what the 25% DPH means
- [A] **Joe Pavao:** MassDOT used to design a project in a vacuum, we would come out at 25% design, and have a Design Public Hearing and have a record of it. That was typically the first time the public would hear about a project. I'm taking a lot of stuff back today, I heard feedback about Ramp A, hopefully going to come back at the 25% DPH with better answers.
- [C] **Mark Kolonoski:** We have done EJ analysis, the whole process. The regulatory review of regulations. BC the impacts are temporary in nature and because Chelsea isn't the only community being negatively impacts. The negative impact could be made that the project would not have a disproportionate impact on an EJ community. One of the best ways to mitigate is to make the Community of Chelsea aware of the communities. Our outreach. This is all being documented as part of the environmental justice process.



- [C] **Community Member:** We are still getting the shittier end of the stick. Every census block is an EJ population. So it's hard to say how the impact is not disproportionately impacting an Environmental Justice community.
- [A] **Mark Kolonoski:** Honestly, it's the temporary component of the project; that's why.
- [A] **Michael Trepanier:** To Mark's point about the EJ policy, the federal policy does not address the real life conditions you live with. The regulatory review of this project shows that, you've got this many people riding up above who will adversely be impacted by travel, then you have your folks who will have noise, pollution, traffic. Taken in aggregate the regulatory determination is there is no adverse impact.
- [C] **Rosie Bongiovanni:** I get it doesn't have teeth, but knowing that it is having an adverse impact, you could do more. Like making sure every Chelsea resident a free MBTA pass. We are going to make sure there are extra shuttle busses, and sound barriers, and money for independent lead monitoring to make certain that not one additional kid is poisoned. There is a whole lot that you could be doing that isn't required but is a statement by the state.
- [C] **Mark Kolonoski:** We are taking steps to do that.
- [C] **Rosie Bongiovanni:** We will help you get there.
- [A] **Michael Trepanier:** That's the point to answer your question, we are in compliance by virtue of being here, but we know that is not enough
- [C] **Community Member:** You just need a little bit more heart in your metrics.
- [C] **Rosie Bongiovanni:** You need to understand that folks are dealing with so many burdens and this could break this community. These are really important concerns, not just hearsay nimby exaggeration. It's a matter of being evicted or having a job or being homeless under the bridge.
- [C] **John Lozada:** I want to take a minute to talk about the Title VI. I oversee the Title VI work, I'm sort of the pain in the ass to make sure there are things like a Public Involvement plan and a language access plan, we take complaints so that there will be people who deal with the project and my office take complaints and addresses them as well. We want to look at all types of discrimination.
- [Q] **Rosie Bongiovanni:** Any final comments from residents and the team? I just want to set the process, there is a handout we have with requests, we will formalize them in a written document so that you have time to address and consider them.



- [A] **Joe Pavao:** We certainly have heard and listened. We are going to take this all back, now we know what is important to you and see how we can mitigate this in a variety of ways.
- [C] **Mark Kolonoski:** What we are hearing tonight is overall problems. We are here for this project specifically. Our project can't fix that, but it can start to facilitate the dialogue and discussion.
- [C] **John Lozada:** Concurrently with the MBTA, some of you have heard, there is a bus service plan and they are really thinking about how to speed up the bus etc. There is going to be a lot of thinking around modeling ways the bus service can run differently. I think the project that is this viaduct, is not this broader conversation, but that conversation is indeed being had. And I'm looking at it from an equity perspective
- [C] **Rosie Bongiovanni:** Tom, we would love to have you at our February members meeting. There are a lot of people who might be looking to see you again and look at employment opportunities.
- [A] **Tom Quattromani:** We do have a process for letting people begin the training, you can't just have a CDL license. The MBTA also needs to have trained you and that's a six month process.
- [Q] **Community Member:** Why don't you recruit/advertise in the Chelsea Record and Revere Journal?
- [C] **John Lozada:** It used to be a lottery. This is some of the first I'm learning about it. I actually work in the EEO section and I will find out what is going on about advertising. We can do much better on that
- [A] **Joe Pavao:** The DPH is not the last time we plan to meet. We will be coming back out to the community.
- [Q] **Community Member:** When will one or both sets of minutes be ready?
- [A] **Elijah Plymessenger:** In about two to three weeks they will be made available.