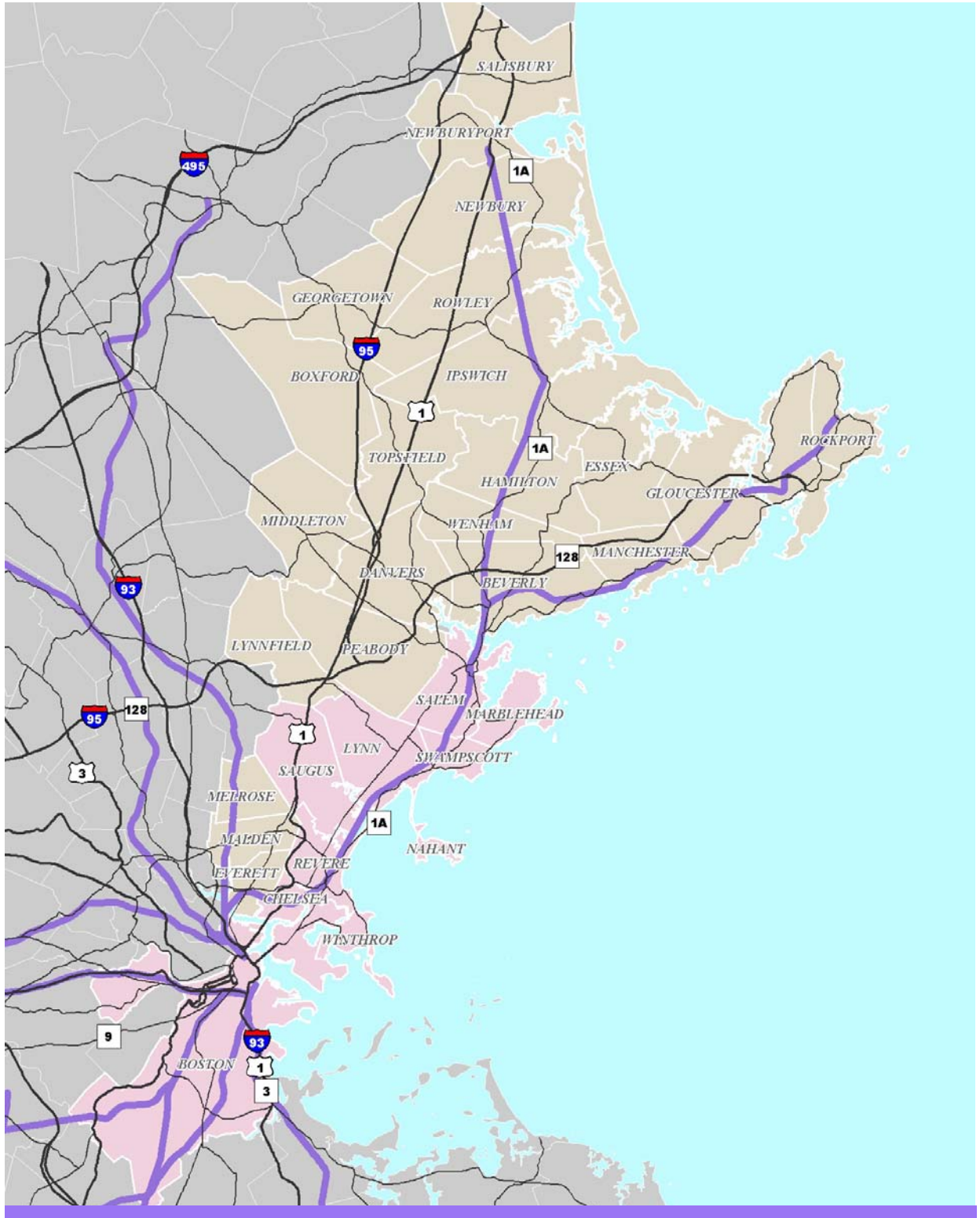


# North Shore Transit Improvements Scoping Report



North Shore Transit Improvements

Between

Revere and Salem, Massachusetts

Draft Environmental Impact Statement (DEIS)

## **Scoping Report**

August 2002

Prepared For:

Massachusetts Bay Transportation Authority

Prepared By:

PB/Harris, Joint Venture

**Table of Contents**

1.0 INTRODUCTION..... 1

    1.1 PROJECT DESCRIPTION ..... 1

    1.2 OVERVIEW OF SCOPING PROCESS AND PUBLIC INVOLVEMENT ..... 1

    1.3 PURPOSE OF SCOPING SUMMARY REPORT ..... 7

2.0 PRE-SCOPING PROCESS ACTIVITIES..... 7

    2.1 PREVIOUS LOCAL ACTIONS..... 7

    2.2 PREVIOUS STATE ACTIONS..... 7

    2.3 MAJOR INVESTMENT STUDY PUBLIC PROCESS..... 8

    2.4 STEERING COMMITTEE MEETINGS..... 9

    2.5 CONCLUSIONS OF THE PRE-SCOPING PROCESS ..... 10

3.0 PUBLIC AND AGENCY SCOPING ..... 10

    3.1 ACTIVITIES PRIOR TO THE PUBLIC SCOPING MEETING..... 10

    3.2 NEPA NOTICE OF INTENT ..... 11

    3.3 PUBLIC AND AGENCY SCOPING MEETING ..... 11

    3.4 NOTICE OF THE PUBLIC AND AGENCY SCOPING MEETING ..... 11

    3.5 ONGOING PUBLIC INVOLVEMENT..... 12

4.0 SUMMARY OF PUBLIC SCOPING COMMENTS ..... 13

5.0 SCREENING AND RESPONSE TO PUBLIC SCOPING COMMENTS ..... 15

    5.1 LEVEL I – COMMENTS WITHIN THE SCOPE OF DEIS ..... 15

    5.2 LEVEL II – COMMENTS OUTSIDE OF THE SCOPE..... 17

6.0 CONCLUSIONS ..... 18

**List of Figures**

FIGURE 1: DEIS MUNICIPALITIES ..... 2

FIGURE 2: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY –  
SHEET 1 OF 4 ..... 3

FIGURE 3: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY –  
SHEET 2 OF 4 ..... 4

FIGURE 4: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY –  
SHEET 3 OF 4 ..... 5

FIGURE 5: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY –  
SHEET 4 OF 4 ..... 6

## APPENDICES

- A. LIST OF STEERING COMMITTEE MEMBERS
- B. "REPORT ON 2001 RIDERSHIP SURVEY
- C. PROJECT PURPOSE AND NEED STATEMENT
- D. FEDERAL NOTICE OF INTENT (NOI) FROM FEDERAL REGISTER
- E. COPY OF AGENCY AND PUBLIC SCOPING MEETING PRESENTATION
- F. AGENCY SCOPING MEETING DISTRIBUTION LIST AND SAMPLE LETTERS
- G. AGENCY SCOPING MEETING SIGN-IN SHEETS
- H. AGENCY SCOPING MEETING MINUTES - DRAFT
- I. PUBLIC SCOPING MEETING PUBLIC NOTICE, POST CARD, DESCRIPTION OF THE POST CARD DISTRIBUTION LIST, SAMPLE LETTER TO LEGISLATORS AND LEGISLATOR DISTRIBUTION LIST
- J. PUBLIC SCOPING MEETING SIGN-IN SHEETS
- K. PUBLIC SCOPING MEETING TRANSCRIPT
- L. WRITTEN PUBLIC COMMENTS
- M. SCOPING COMMENTS MATRIX
- N. SAUGUS BRANCH EVALUATION
- O. COASTAL CORRIDOR EVALUATION

## **1.0 INTRODUCTION**

### **1.1 PROJECT DESCRIPTION**

The need for better rapid transit service in the North Shore region was first identified in the 1970's. In 1976, the Massachusetts Bay Transportation Authority (MBTA) purchased most of the active rail lines and rights-of-way in the region, then owned by the Boston & Maine Railroad, with the intent of upgrading the existing Commuter Rail service. Subsequently, the MBTA has made major investments in the upgrading of Commuter Rail facilities, equipment, and services. Nonetheless, the basic configuration of the region's public transit network remains unchanged: a rapid transit line between Boston and Revere (the six-mile long Blue Line); a Commuter Rail service extending approximately 37 miles northwards from Boston's North Station to Newburyport and Rockport with a service pattern geared towards Boston commuters; and an extensive network of MBTA bus service augmented with some private carrier services.

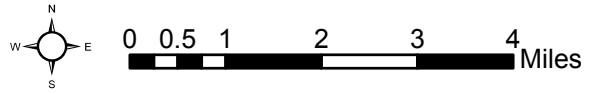
In February 2001, the MBTA initiated the North Shore Major Investment Study (MIS), in accordance with federal planning regulations. The MIS examined the need for transit improvement alternatives in the 32 North Shore communities that comprise the study area. During the course of the development of the MIS, it was determined that there was a specific and immediate need to move forward with consideration of rapid transit improvements in the southern portion of the 32-community MIS study area. With the endorsement of the North Shore Project Steering Committee, which is comprised of municipal officials and representatives from businesses, education, environment, labor, social services, and transportation (see Appendix A), the MBTA has decided to move forward with an Environmental Impact Statement (EIS) to address this need. The first phase in this process is the preparation of a Draft Environmental Impact Statement (DEIS) for improvements within a nine-community corridor between the City of Revere and the City of Salem. The Study Area for the DEIS will include these nine communities and the City of Boston (See Figure 1). The second phase of the EIS process, after the identification of a Locally Preferred Alternative, will be the preparation and submission of a Final Environmental Impact Statement (FEIS).

The purpose of the EIS, formally called "North Shore Transit Improvements between Revere and Salem, Massachusetts", is to identify, analyze, and evaluate alternatives for improving mass transit within the project corridor. Figures 2 through 5 show the existing Blue Line and Commuter Rail alignments and the proposed Blue Line extension alignments. The MBTA is the lead agency for the EIS, which is being sponsored by the Federal Transit Administration (FTA).

### **1.2 OVERVIEW OF SCOPING PROCESS AND PUBLIC INVOLVEMENT**

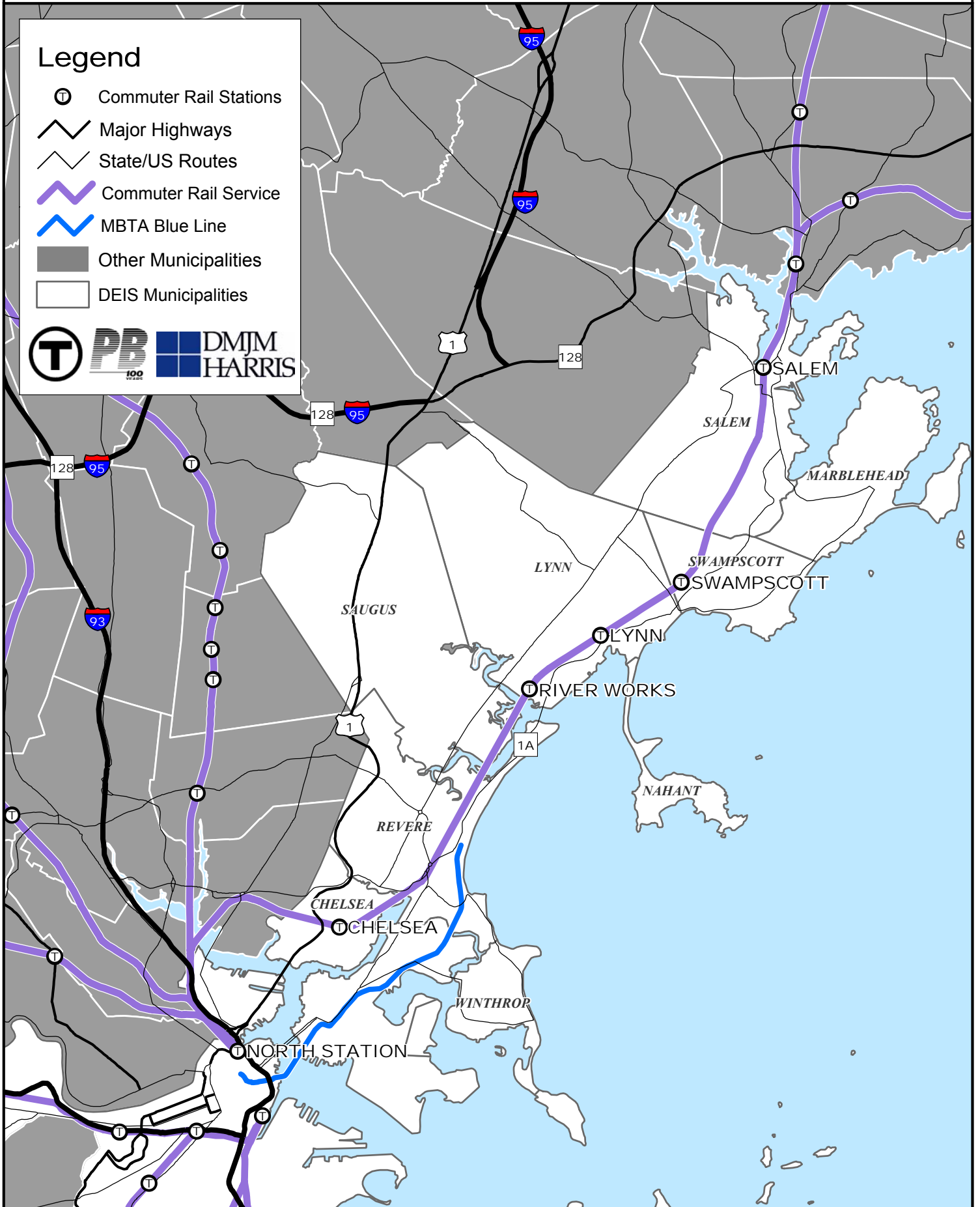
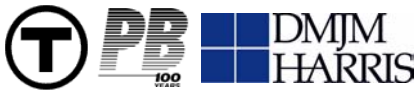
The scoping process helps to establish the alternatives and impacts, including environmental concerns that will be addressed in the DEIS. The process is designed to obtain input on the scope of the EIS from other agencies and from the public. Through the public process and scoping meetings, the public and agencies have had the opportunity to comment. These comments will be addressed in the Scoping Report.

Figure 1: DEIS Municipalities



**Legend**

- Commuter Rail Stations
- Major Highways
- State/US Routes
- Commuter Rail Service
- MBTA Blue Line
- Other Municipalities
- DEIS Municipalities





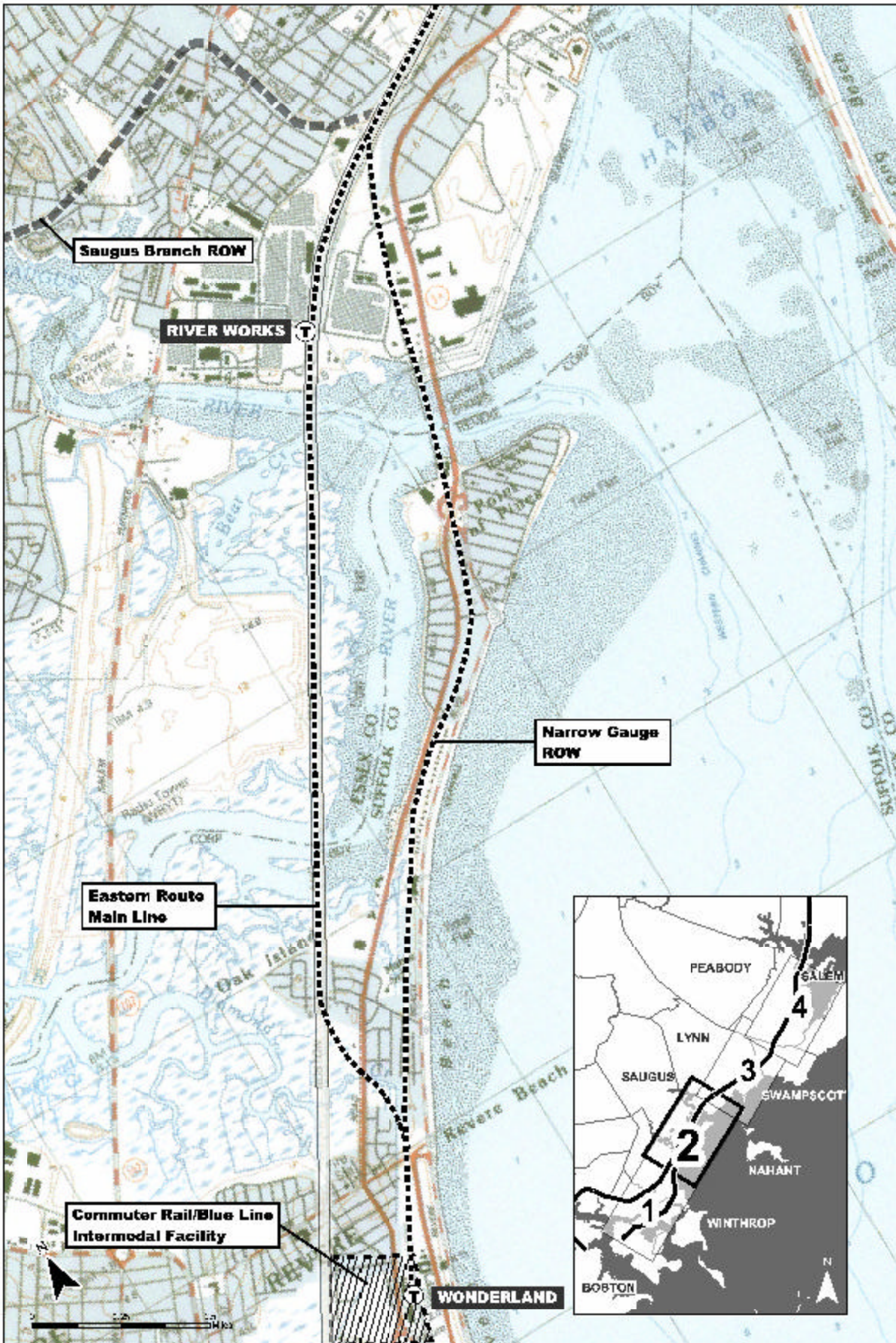
SHEET 1  
OF 4

**FIGURE 2: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY**

- Existing MBTA Blue Line
- Existing MBTA Commuter Rail
- Blue Line Extension Alignment: Options

Scale: 1:15,840 1 Inch equals 0.3 Miles  
Sources: USGS, Mass GIS, MBTA, Other PR Sources





SHEET 2  
OF 4

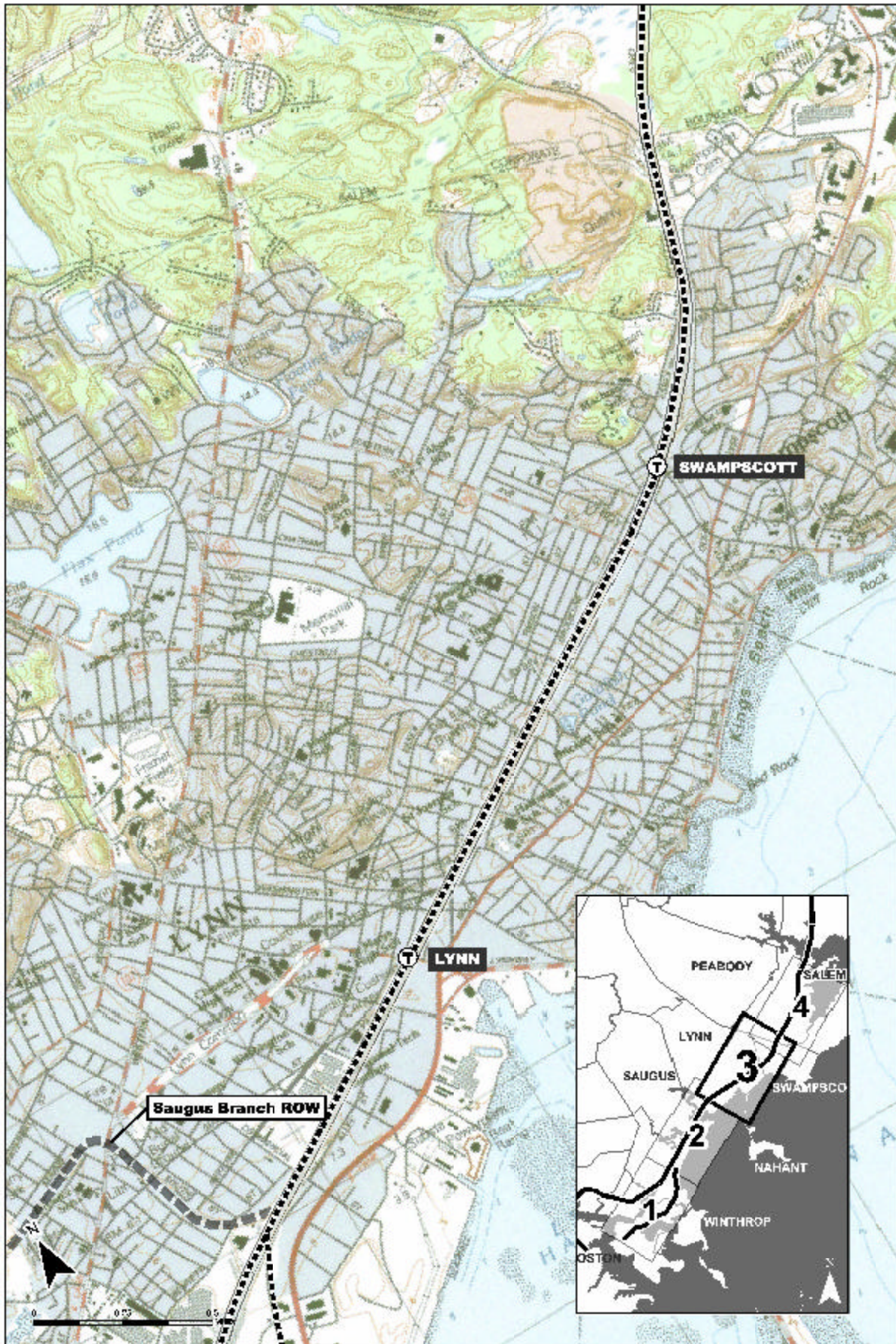
**FIGURE 3: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY**

- Existing MBTA Blue Line
- Existing MBTA Commuter Rail
- Blue Line Extension Alignment Options

Scale: 1:15,840 1 Inch equals 0.3 Miles  
 Sources: USGS, Mass GIS, MBTA, Other PR Sources







SHEET 3  
OF 4

**FIGURE 4: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY**

- Existing MBTA Blue Line
- Existing MBTA Commuter Rail
- Blue Line Extensior Alignment Options

Scale: 1:10,040 1 Inch equals 0.3 Miles  
Sources: USGS, Mass GIS, VTA Other PR Sources





SHEET 4  
OF 4

**FIGURE 5: NORTH SHORE TRANSPORTATION IMPROVEMENT STUDY**

- Existing MBTA Blue Line
- Existing MRTA Commuter Rail
- - - Blue Line Extensior Alignment Options

Scale: 1:15,810 1 Inch equals 0.3 Miles

Source: USGS, Mass GIS, VBTA, Other PB Source



In accordance with the National Environmental Policy Act (NEPA), two scoping meetings were held to initiate the DEIS process: an Agency Scoping Meeting and a Public Meeting. While only one meeting is generally necessary, the MBTA decided to hold an Agency Meeting to help focus on specific issues that permitting and other state and federal agencies might have regarding the environmentally sensitive DEIS corridor. In addition, a general session was also held to obtain other public input at the local level. While the agency meeting was primarily geared toward agency representatives, the general public was also welcome, and many non-agency people attended.

Prior to the DEIS scoping process, there has been extensive public involvement, beginning with the MIS process, which included three public meetings (and two others during the DEIS scoping process) and regular meetings with the Project Steering Committee, which are open to the public.

### **1.3 PURPOSE OF SCOPING SUMMARY REPORT**

An open, participatory process is used to solicit the views of other agencies and the public to determine the scope of issues, which includes the types of actions, the number of alternatives, and the impacts to be evaluated. A Scoping Report is typically prepared to organize and summarize comments received and publicize the decisions made as a result of the scoping process. This report will include the views of those participating in the scoping process and the resulting summary of the issues to be analyzed in the DEIS.

## **2.0 PRE-SCOPING PROCESS ACTIVITIES**

As noted previously, a number of efforts have been underway since the 1970's to address the transportation needs of the North Shore. Most recently, the MBTA undertook an MIS to identify, evaluate, and prioritize transportation improvements and gain consensus around a set of improvements and how to implement them. In addition to undertaking the MIS, the MBTA has been convening on a monthly basis with a Steering Committee made up of representatives from communities, civic groups, and other stakeholders within the study area. The Steering Committee has greatly assisted the MBTA by guiding the MIS process and development of the initial EIS Alternatives.

### **2.1 PREVIOUS LOCAL ACTIONS**

Dennis DiZoglio, MBTA Assistant General Manager for Planning and Real Estate, initiated an effort to provide information to local business organizations. Throughout this effort, Mr. DiZoglio has met with the Salem State Business Center, North Shore Chamber of Commerce, Cape Ann Chamber of Commerce, and the Lynn Business Partnership.

### **2.2 PREVIOUS STATE ACTIONS**

- In August 1995, the MBTA published a document entitled "Planning Report and Alternatives Analysis: North Shore Transportation Study". The study included the following alternative packages:

Alternative Package 1: Enhanced Rail/Bus Service with East Boston Busway  
Alternative Package 2: Coastal Corridor Light Rail System

- Alternative Package 3: Major Commuter Rail Improvements with Blue Line Connections
- Alternative Package 4: Blue Line Extension to Lynn

- In June 1997, the “Planning Report: North Shore Transportation Study - Blue Line Extension to Beverly” was published by the MBTA and added Alternative Package 5: Blue Line Extension to Beverly.
- In 1998, the “Wonderland Connector Feasibility Study Final Report” was prepared to assess the potential for connecting the Blue Line with the Rockport/Ipswich Commuter Rail Line near Wonderland Station.
- A Legislative Briefing was held on May 15, 2001 at the State House to inform the state senators and representatives who represent the study area about the project and process, and to obtain input.
- In October 2001, a one-page written questionnaire was distributed to 3,500 MBTA riders in order to identify existing transportation needs and better plan transportation improvements on the North Shore. The survey was distributed on the Newburyport and Rockport Commuter Rail lines, the Blue Line, and several MBTA bus stops. This survey generated 1,314 responses, yielding a response rate of 38%. (For more information about methodology and results, please see Appendix B, which includes the “Report on 2001 Ridership Survey”.)
- Governor Jane Swift has discussed the project with the Lynn Chamber of Commerce.

## 2.3 MAJOR INVESTMENT STUDY PUBLIC PROCESS

### 2.3.1 Kickoff Meeting

An MIS kickoff meeting was held on February 26, 2001 at Peabody City Hall to introduce the project to local, state, and federal officials who represent the 32 communities and the general public.

### 2.3.2 MIS Public Meetings

A number of public meetings have been and will continue to be held at strategic times during the course of the project to keep the general public advised of the progress of the MIS (and EIS) work and to gain additional input. Meetings held since the start of the MIS process are as follows

- June 11, 2001 (7 PM) - Peabody Life Center
- June 13, 2001 (7 PM) - Lynn MBTA Garage Conference Room
- September 13, 2001 (6 PM) - Gloucester Library
- May 29, 2002 (7 PM) - Salem City Hall Annex
- June 5, 2002 (7:30 PM) - Beverly City Hall

Meetings held since the start of the DEIS process in March 2002 have addressed both the DEIS corridor issues and the broader-based MIS study area issues.

Prior to every public meeting, a meeting notice is mailed to the entire project database of approximately 600 individuals. These individuals include the elected and appointed local officials in the 32 communities that comprise the study area, state representatives and senators, and the congressional delegation for the area. The database also includes any individuals who have attended previous meetings, any key stakeholders, and various neighborhood organizations, and is continually updated.

Press releases about the upcoming meetings are distributed to all newspapers that cover any part of the study area, and, based on public suggestions, fliers announcing the meetings are now distributed on the Commuter Rail and Blue Line.

The public meetings held in Peabody and Lynn were perceived as being very successful. Evaluation forms were distributed to those in attendance at the June 11 and June 13, 2001 meetings. Of those who completed the evaluations, 69% felt the project team adequately answered the questions they had, with no respondent feeling they had not. (31% did not respond to the question.) Those in attendance had also heard about the meetings in a variety of ways including: an article in the newspaper (21%); from a friend or associate (31%); and a mailed meeting notice (31%).

## 2.4 STEERING COMMITTEE MEETINGS

Members of the Steering Committee are representatives from the areas of business, education, environment, labor, social services, transportation, and various municipalities.<sup>1</sup>

Approximately a week prior to the Steering Committee meeting, a notice is mailed to either the Steering Committee member or his/her designee. Members of the public who have expressed interest in attending the Steering Committee meetings are also mailed notices at that time.

MIS Steering Committee meetings have been held regularly (approximately on a monthly basis) since the beginning of the MIS process. These meetings are open to the public and are designed to provide an opportunity for the MBTA and project consultant team to update the Steering Committee on the progress of the study. These meetings have also been valuable in gaining input as issues arise during the study; achieving consensus on critical issues such as the development of alternatives; establishing project goals; developing the purpose and need statement; formulating screening criteria; and identifying the universe of projects to be evaluated. Members of the public in attendance may also make comments for the record at the conclusion of each meeting. Meeting minutes are prepared and are accepted for the record by the Committee. The following Steering Committee meetings have occurred to date:

- April 5, 2001- Salem State College
- May 10, 2001- Salem State College
- July 12, 2001- Salem State College
- August 16, 2001- Salem State College
- September 13, 2001- Lynn MBTA Garage Conference Room

---

<sup>1</sup> The municipalities represented on the Committee are Beverly, Gloucester, Lynn, Newburyport, Peabody, Revere, and Salem (See Appendix A for more information).

- October 3, 2001- Lynn MBTA Garage Conference Room
- November 7, 2001- Lynn MBTA Garage Conference Room
- December 5, 2001- Lynn MBTA Garage Conference Room
- January 2, 2002- Lynn MBTA Garage Conference Room
- March 13, 2002- Lynn MBTA Garage Conference Room
- May 1, 2002- Lynn MBTA Garage Conference Room
- June 12, 2002- Lynn MBTA Garage Conference Room
- July 17, 2002- Lynn MBTA Garage Conference Room

As development of the DEIS moves forward, the Steering Committee's role will continue to evolve to include participation in the key elements of the DEIS process. Both MIS and DEIS issues will be addressed at each meeting, and the MBTA will continue to work with the Committee to complete both processes.

## 2.5 CONCLUSIONS OF THE PRE-SCOPING PROCESS

A number of alternatives were identified throughout the pre-scoping and MIS processes. The alternatives listed below constitute the initial list of potential strategies to be advanced into the DEIS and were presented for discussion purposes at the Scoping Meetings:

**Alternative 1** – No action

**Alternative 2** – Transportation System Management (TSM)

- Improved Commuter Rail Headways and Reverse Commute Opportunities
- Reduced Bus Headways for Express and Local Service
- Extended Bus Service Hours
- Potential Addition of Diesel Multiple Units (self propelled railcars)

**Alternative 3** – Blue Line Extension to Salem via Eastern Route Main Line

**Alternative 4** – Blue Line Extension to Salem via Narrow Gauge and Eastern Route Main Line

**Alternative 5** – Blue Line and Commuter Rail Intermodal Connection in Revere

- Provide physical link
- Develop site consistent with local planning

## 3.0 PUBLIC AND AGENCY SCOPING

### 3.1 ACTIVITIES PRIOR TO THE PUBLIC SCOPING MEETING

The North Shore MIS, in accordance with FTA regulations, examined the need for transit improvements in the North Shore communities that make up the study area. As documented in prior sections, this process has included an extensive public outreach component and resulted in the identification of preliminary alternatives, the development of goals and objectives and the establishment of the purpose and need (See Appendix C).

### **3.2 NEPA NOTICE OF INTENT**

Federal Law requires a formal Notice of Intent (NOI) to be filed in the Federal Register. On Friday, March 8, 2002, the Notice of Intent was filed in the Federal Register, Volume 67, Number 46 (see Appendix D). The NOI contained a summary of the corridor's transportation needs and the proposed alternatives and identified a public comment period ending on April 19, 2002.

### **3.3 PUBLIC AND AGENCY SCOPING MEETING**

In accordance with NEPA, two meetings were held to initiate the Draft Environmental Impact Statement process (Appendix E contains a copy of the presentation from these meetings):

- Agency Scoping Meeting, March 27, 2002 – Volpe National Transportation Systems Center, Cambridge,
- Public Scoping Meeting, April 4, 2002 - Lynn MBTA Garage Conference Room

### **3.4 NOTICE OF THE PUBLIC AND AGENCY SCOPING MEETING**

Letters of invitation to the Agency Scoping Meeting were sent to the congressional delegation and representatives of federal and state agencies. Appendix F contains the Agency Scoping Meeting distribution list and sample letters of invitation, Appendix G contains the attendee sign-in sheets for this meeting, and Appendix H contains the draft Agency Scoping Meeting minutes.

A postcard was mailed inviting the entire database of approximately 600 individuals to attend the Public Hearing. These individuals include the local officials in the 32 communities that comprise the MIS study area (mayors, city councils, alderman, selectmen, etc.). The database also includes individuals who have attended previous meetings on the project (10 Steering Committee meetings and 3 public meetings at that point), any key stakeholders, and various neighborhood organizations. Letters of invitation were also sent to state representatives and senators for the Public Scoping Meeting in Lynn. This information is included in Appendix I. Appendix J contains the Public Scoping Meeting sign-in sheet and Appendix K contains the transcript.

Press releases about both meetings were distributed to all study area newspapers and fliers announcing the public meeting were distributed on the Commuter Rail and Blue Line. The news release for the Public and Agency Scoping Meetings was provided to the following newspapers:

- Beverly Citizen
- Boston Globe
- Boston Herald
- Back Bay Courant
- Beacon Hill Times
- Beacon Hill/Back Bay Chronicle
- Boston People's Voice
- Boston Phoenix

- Boston Tab
- Fenway News
- Mission Hill Gazette
- Post-Gazette
- Chelsea Record
- Danvers Herald
- North Shore: Sunday
- Everett Leader – Herald & News
- Georgetown Record
- Gloucester Daily Times
- Hamilton-Wenham Chronicle
- Ipswich Chronicle
- Lynn Daily Item
- Lynn Sunday Post
- Lynnfield & Peabody Weekly News
- Lynnfield Villager
- Manchester Cricket
- Marblehead Reporter
- Melrose Free Press
- Newburyport Daily News
- Revere Journal
- Revere Journal Plus
- Salem Evening News
- Saugus Advertiser
- Swampscott Reporter
- Tri-Town Transcript

### **3.5 ONGOING PUBLIC INVOLVEMENT**

#### **3.5.1 Upcoming/Planned Meetings**

Additional meetings will occur over the course of the MIS and DEIS processes. The following meetings have been scheduled, with the possibility of others as the need arises.

#### **3.5.2 Steering Committee Meetings**

- September 4, 2002 - Beverly
- October 2, 2002 - Gloucester
- November 6, 2002 - Revere
- December 4, 2002 - Salem
- January 8, 2003 - Lynn
- Other meetings in 2003



### 3.5.3 Public Meetings

- Two additional MIS public meetings
- One additional DEIS public meeting and one DEIS public hearing

## 4.0 SUMMARY OF PUBLIC SCOPING COMMENTS

A number of public comments were received during the scoping comment period. Comments in this report include those solicited from the Agency Scoping Meeting, the Public Scoping Meeting and any written comments received during and after the comment period (See Appendix L). Appendix M contains a matrix of commenters, indicating the general comment category into which their remarks fall. The meeting notes, transcripts, and written comments were reviewed and grouped into major categories. The following section describes those categories and includes a tally of the number of times that particular comment was made. Many of the comments in the transcripts and letters addressed the alternatives to be included in the study as well as the potential environmental impacts.

### A PURPOSE AND NEED

#### A.1 Support improved transit in the North Shore - 7

### B ALTERNATIVES

#### B.1 Alternatives 1 and 2 (No Build and TSM)

- B.1.1 Support improvements to the Commuter Rail service – 19
- B.1.2 Opposed to any negative impacts to Commuter Rail service or other transit – 6
- B.1.3 Improved technology on the existing Commuter Rail (the following were all proposed as ways to reduce headways) – 1
  - Support use of Diesel Multiple Units – self propelled railcars (DMUs) – 5
  - Support Light Rail – 1
  - Support Platform Improvements – 2
- B.1.4 Support an express bus from Salem to a Blue Line connection at Wonderland Station – 1

#### B.2 Blue Line (Alternatives 3 and 4)

- B.2.1 Support Alternatives 3 and 4 – 11
  - Support via the Eastern Route Mainline Alignment – 1
  - Oppose via the Narrow Gauge Alignment – 1
  - Support Blue Line Narrow Gauge Alignment – 1
- B.2.2 Support Blue Line to Lynn – 5
- B.2.3 Opposed to Alternatives 3 and 4 – 3
- B.2.4 Support Blue Line to Salem – 1
- B.2.5 Opposed to Blue Line to Salem – 4

**B.3 Revere Commuter Rail/Blue Line Intermodal Connection (Alternative 5)**

- B.3.1 Support Lynn as place of multi-modal connection – 2
- B.3.2 Support combination of Alternatives 2 and 5 – 1
- B.3.3 Oppose the Intermodal Connection Alternative – 3
- B.3.4 Support the Intermodal Connection Alternative – 6

**B.4 Other Alternatives**

- B.4.1 Support Saugus Branch – 5
- B.4.2 Opposed to the Saugus Branch Alternative – 3
- B.4.3 Support ferry service from Salem to Boston – 2
- B.4.4 Support for the Coastal Corridor alternative – 8
- B.4.5 Support implementation of a monorail system – 1

**C IMPACTS****C.1 Economic Development and Environmental Justice**

- C.1.1 Ensure that Environmental Justice impacts are adequately addressed – 2
- C.1.2 Environmental Justice should include gentrification/displacement mitigation – 5
- C.1.3 Support for the economic development benefits that the project will bring – 11

**C.2 Environmental Impacts - 4**

- C.2.1 Concerned about Wetlands and waterways impacts – 3
- C.2.2 Concerned about air quality impacts – 1
- C.2.3 Concerned about traffic impacts/mitigation in Salem – 6
- C.2.4 Concern about East Boston Greenway impacts – 1
- C.2.5 Noise impacts in Revere – 1
- C.2.6 Support utilization of transit supportive Land Use – 2

**D COST EFFECTIVENESS - 4**

A number of comments questioned the costs of extending the Blue Line versus the costs of improving Commuter Rail service.

**E PUBLIC PARTICIPATION**

- E.1 Need more public participation in Salem – 8
- E.2 East Boston should be included in the Study Area – 1

## **F REGIONAL/OTHER TRANSPORTATION**

- F.1 Planning in concert with other regional transportation projects (Urban Ring, North-South Rail Link, Red-Blue Line Connection) – 16*
- F.2 Opposed to garage in Salem – 3*
- F.3 Need bike paths/feeder buses to stations – 2*

## **5.0 SCREENING AND RESPONSE TO PUBLIC SCOPING COMMENTS**

The purpose of the Scoping Summary Report is to organize and publicize the decisions made during the scoping process. This report, therefore, organizes the comments offered during the scoping process by whether they are relevant to the scope of the DEIS (based on the project's Purpose and Need). Level I comments are considered within the scope of the DEIS and Level II comments are considered outside of the scope of the DEIS. Responses are organized by the categories outlined in Section 4. If necessary for additional clarification, a citation of the specific comment is included in parenthesis.

### **5.1 LEVEL I – COMMENTS WITHIN THE SCOPE OF DEIS**

**Comment Category A.1** – Comments in this category were supportive of the need for transit improvements in the North Shore. Most comments agreed that transportation improvements were critical to the vitality of the North Shore.

**Comment Categories B.1.1, B.1.2, and B.1.4** – Alternative 2 involves improvement to the existing Commuter Rail service. Other alternatives involve improved transit service, which may serve certain transportation needs in the North Shore better than existing Commuter Rail service, which in turn could potentially increase Commuter Rail capacity. Throughout the MIS and DEIS processes, the public has articulated the goal of protecting the level and quality of existing Commuter Rail service. Because of this, alternatives that would negatively impact Commuter Rail services were eliminated.

**Comment Category B.1.3** – DMUs are not considered widespread technology in the United States and will, therefore, not be considered as a separate "Build" alternative within the DEIS. They will, however, be considered as part of the TSM Alternative as a means to improve existing Commuter Rail service in a limited capacity. Other lower-cost improvements will also be included as part of the TSM Alternative, including headway improvements, platform upgrades, and other elements.

**Comment Category B.1.4** – Evaluation of the TSM Alternative will incorporate a number of different low-cost services, including bus service that could improve transportation access in the study area.

**Comment Categories B.2.1 through B.2.5** – Alternatives 3 and 4 involve the extension of the Blue Line to Salem. Alternative 3 is via the Eastern Route Main Line and Alternative 4 involves the extension via a combination of the Narrow Gauge and Eastern Route Main Line. Comments were generally in support of Alternatives 3 and 4 (B.2.1). Most negative comments were concerned about the use of the Narrow Gauge alignment because of adjacent land use impacts or did not support the extension of the Blue Line beyond Lynn.

Although there are potential negative impacts, these impacts are not insurmountable. Alternatives 3 and 4 adequately address the purpose and need of the study and will be evaluated in the DEIS (B.2.2, B.2.3, B.2.4 and B.2.5).

**Comment Categories B.3.1 through B.3.4** – Alternative 5 includes an intermodal connection between the Blue Line and Commuter Rail in Revere, near the existing Blue Line Wonderland Station. There were comments in support of and opposed to this Alternative (B.3.3, B.3.4). Some commenters noted that Lynn would be a good location for an intermodal connection because of the existing supportive land uses (B.3.1). Other comments suggested a combination of Alternatives 2 and 5 (B.3.2). The City of Revere was very supportive of this alternative and of the potential for a new Commuter Rail station as part of it. Despite some negative comments, this remains a viable alternative and will be evaluated in the DEIS.

**Comment Categories C.1.1 through C.1.3** – A number of comments were supportive of the economic benefits of improved rapid transit service to the North Shore, particularly in the City of Lynn. Unemployment levels in Lynn are among the highest in the study area and the extension of rapid transit service is seen as vital to the economic prosperity of the City. Further, the improvement of rapid transit service to the North Shore will increase access to and from the Boston area employment centers and would improve reverse commuting opportunities to study area communities (C.1.3).

Other comments were concerned about Environmental Justice impacts being adequately addressed in the DEIS. The DEIS will address a full range of Environmental Justice impacts, looking at both the potential positive impacts from improved access and the potential negative impacts, including displacement and gentrification issues. This effort will recognize the work being done by the Boston Metropolitan Planning Organization (MPO) and other state initiatives in regard to Environmental Justice issues and evaluation. (C.1.1, C.1.2).

**Comment Categories C.2.1 through C.2.6** – The DEIS will adequately address the full range of environmental impacts, in accordance with state and federal regulations. Commenters were concerned about potential wetland impacts, and given the character of the right-of-way, wetland impacts would occur (especially for Alternatives 3 and 4). Impacts that cannot be avoided or minimized will be documented, and appropriate mitigation proposed in accordance with Army Corp of Engineers' regulations. The United States Coast Guard, which is the permitting agency responsible for maintaining adequate navigation, also suggested that a navigation study be conducted for the Saugus River. The DEIS will include a navigation study to identify any impacts that would occur and propose mitigation (C.2.1).

Air quality impacts will be thoroughly analyzed consistent with the parameters suggested by the EPA. The project will likely reduce the number of vehicle miles traveled, improving air quality for the region (C.2.2). Traffic impacts around the proposed station in the City of Salem will also be documented and analyzed (C.2.3). Other specific concerns were noise, transit-supportive land use, and impacts on area parkland, including the East Boston Greenway. The DEIS will evaluate each alternative with respect to the full range of environmental impacts required by the FTA and any other areas of analysis deemed appropriate as a result of the scoping process. A noise analysis will be conducted in accordance with FTA regulations and special consideration will be given to the potential

for transit-oriented design and development. The project's impacts on parkland in the study area will also be analyzed (C.2.5, C.2.4, C.2.6).

**Comment Category D.0** – As part of the conceptual design process, cost estimates will be prepared for each of the alternatives. This element will be part of the overall consideration of alternatives when weighing benefits and cost of the project, and ultimately the selection of the preferred alternative.

**Comment Category E.1** – In response to requests from the public during the DEIS scoping process, a special public meeting was subsequently held in Salem on May 29, 2002. Other meetings will also be held in Salem, including an upcoming Steering Committee meeting scheduled for Wednesday, December 4, 2002.

**Comment Categories F.1 and F.3** – The MBTA will review all regional projects and assumptions and consider the impacts as appropriate (F.1). Bike paths and feeder buses to the stations will be considered within the DEIS (F.3). The project team will coordinate with other regional projects, including the Urban Ring and North-South Rail Link to assure that all impacts and benefits are addressed. Also, regional transportation modeling to be performed for this project will assume appropriate regional growth and include proposed projects.

**Comment Category E.2** – Commenters recommended that East Boston should be included in the DEIS study area. The City of Boston (which includes East Boston) is included in the project study area.

## 5.2 LEVEL II – COMMENTS OUTSIDE OF THE SCOPE

**Comment Categories B.4.1 and B.4.2** – The proposed Saugus Branch alternative provides an option for accommodating a rapid transit concept while preserving Commuter Rail service north of Salem. However, this alternative would appear to pose significant environmental, social, and physical impacts to the communities along the Saugus Branch alignment, and potential operational issues that would significantly impact the level of Commuter Rail service currently provided. Because the alternative has significant impacts, including negative impacts on existing Commuter Rail services, and because letters from communities along the Saugus Branch have indicated that they have already developed a preferred transit objective for this right-of-way, the Saugus Branch alternative will not be included in the DEIS. See Appendix N for more information.

**Comment Category B.4.3** – Ferry service from Salem to Boston will not be included in the DEIS. Although this service can provide transportation benefits for the North Shore, a review of previous trial ferry operations has demonstrated that it is best suited for a seasonal tourist market and cannot generate an adequate level of ridership to sustain a year-round service.

**Comment Category B.4.4** – The proposed “Coastal Corridor” alternative offers potential benefits for North Shore commuters; however, the proposed service faces significant operational challenges and infrastructure modifications in order for this concept to be implemented. This option also does not meet one of the critical objectives that have been expressed throughout the public outreach process; namely, the preservation of and possible enhancement of existing Commuter Rail service (B.4.4). The “Coastal Corridor”

concept has significant impacts, including the elimination of existing Commuter Rail service, as people know it today, and potential Environmental Justice impacts because of the loss of Commuter Rail service to Chelsea. For these reasons, it will not be included in the DEIS. See Appendix O for more information.

**Comment Category B.4.5** – At this time the technology required to implement a monorail would not be compatible with the existing MBTA system.

**Comment Category F.2** – The proposed Salem Garage is not a DEIS alternative, but it will be considered as part of the ongoing MIS list of potential projects.

## 6.0 CONCLUSIONS

The purpose of this scoping report is to determine alternatives and impacts that will be evaluated during the DEIS process. In order to determine the nature of these alternatives and impacts, an outreach process that involved the public, stakeholders, and agencies was performed.

Building upon previous studies and a year long interactive MIS process with a Steering Committee made up of municipal officials and representatives from business, social service organizations, and other interest groups, a set of alternatives pertaining to the Revere – Salem Corridor was identified.

These alternatives, along with others suggested through the various public participation venues, were discussed during the scoping process. Other alternatives that were suggested include the "Coastal Corridor" and Saugus Branch alternatives. Public input throughout this process has consistently expressed the need to preserve and improve Commuter Rail on the North Shore. These two options do not meet this transportation need for the North Shore, as the impacts to existing Commuter Rail service will be too negative. These alternatives would also create substantial environmental and operational impacts, and would significantly affect neighborhoods and communities. For these reasons, they will not be evaluated in the DEIS. The original five alternatives, therefore, will be carried forward for evaluation in the DEIS.

**Alternative 1** – No action

**Alternative 2** – Transportation System Management (TSM)

- Improved Commuter Rail Headways and Reverse Commute Opportunities
- Reduced Bus Headways for Express and Local Service
- Extended Bus Service Hours
- Potential Addition of Diesel Multiple Units (self propelled railcars)

**Alternative 3** – Blue Line Extension to Salem via Eastern Route Main Line

**Alternative 4** – Blue Line Extension to Salem via Narrow Gauge and Eastern Route Main Line

**Alternative 5** – Blue Line and Commuter Rail Intermodal Connection in Revere

- Provide physical link
- Develop site consistent with local planning

Further, this set of alternatives received the unanimous endorsement of the Steering Committee at its July 17, 2002 meeting.

Additionally, the public and participating agencies offered input on the scope of environmental and other impacts that will be discussed in the DEIS. Commenters voiced concerns about wetlands, air quality, traffic in the City of Salem, noise, navigation, Environmental Justice and parklands. The DEIS will evaluate each alternative with respect to these impacts and, as required, address the full range of potential environmental effects, in accordance with FTA guidelines, and suggest appropriate mitigation.

## **Appendix A**

### **List of Steering Committee Members**



**FIGURE 1 - NORTH SHORE STEERING COMMITTEE**  
**LETTER SENT FROM SECRETARY SULLIVAN AND GENERAL MANAGER PRINCE DATED DECEMBER 7, 2000**

	<b>MEMBER</b>	<b>MEMBER AND/OR DESIGNEE</b>
<b>Business</b>	Robert G. Bradford, President, North Shore Chamber of Commerce, Inc. 5 Cherry Hill Drive, Suite 100, Danvers 01923-4395  James D. Berk, Chairman, Lynn Business Partnership, 15 Johnson St., Lynn 01902-4109	Robert Bradford  Thomas P. Costin, Jr., Lynn Business Partnership
<b>Education</b>	Nancy D. Harrington, President, Salem State College 352 Lafayette St., Salem 01970-5353	Asst. Professor Keith A. Ratner
<b>Environment</b>	Annie C. Harris, Executive Director, Essex National Heritage Area 140 Washington Street, Salem, 01970	Annie Harris or Tom M. Leonard, President of ENHA
<b>Labor</b>	Daniel J. Lauzon, Vice Chairman, Brotherhood of Locomotive Engineers Mass. State Legislative Bd., 7 Highland Ave., Rockport 01966	Daniel J. Lauzon
<b>Municipalities</b>		
<b>Beverly</b>	Mayor William F. Scanlon, Jr., Beverly City Hall 191 Cabot St., Beverly 01915	Mayor William F. Scanlon, Jr.
<b>Gloucester</b>	Mayor Bruce H. Tobey, Gloucester City Hall 9 Dale Ave., Gloucester 01930	Mayor Bruce H. Tobey
<b>Lynn</b>	Mayor Patrick J. McManus, Lynn City Hall, 3 City Hall Square, Lynn 01901	Ted Grant, Principal, Grant Comm. Consulting Group 15 Johnson St., Lynn 01902-4109
<b>Newburyport</b>	Mayor Lisa Mead, Newburyport City Hall P. O. Box 550, Newburyport 01950	Mayor Lisa Mead
<b>Peabody</b>	Mayor Peter A. Torigian, Peabody City Hall 24 Lowell Street, Peabody 01960	Judith Otto, Community Dev. & Planning Dept. and Anna Frantz, Planner
<b>Revere</b>	Mayor Thomas Ambrosino, Revere City Hall 281 Broadway, Revere 02151	Mayor Ambrosino or Frank Stringi, Director of Planning and Community Development
<b>Salem</b>	Mayor Stanley T. Usovicz, Jr., Salem City Hall 93 Washington St., Salem 01970	Atty. William J. Tinti (Tinti, Quinn, Grover & Frey) 222 Essex St., Salem 01970-3592
<b>Social Services</b>	Elizabeth Hogan, Executive Director, North Shore Community Action Programs 98 Main Street, Peabody 01960	Elizabeth Hogan
<b>Transportation</b>	Virginia Buckingham, Executive Director, Mass. Port Authority One Logan Office Center, East Boston 02128-2909  Paul Talbot, Administrator, Cape Ann Transportation Authority: 2 Old Country Rd., Gloucester 01930	Craig Leiner, Manager of Transportation Planning  Paul Talbot

2/26/01 - Revised: One copy of letter dated 12/7/00 was faxed to George McCabe, Congressman Tierney's office. (Cong. John Tierney Tel: 978-531-1669; Fax: 978-531-1996)

2/26/01 cc: Dennis A. DiZoglio, Joseph M. Cosgrove, Stephen M. Woelfel, Ross Rodino - w/letter dated 12/7/00

/ac

att.

**Appendix B**  
**“Report on 2001 Ridership Survey”**

## ***Report on 2001 North Shore Ridership Survey***

The 2001 Ridership survey, administered by Regina Villa Associates for the MBTA and the North Shore Major Investment Study (MIS) Steering Committee, was conducted in order to identify existing transportation needs and to better plan transportation improvements for the North Shore. The results are based on 1,314 mailed responses to a survey that was distributed on the Newburyport and Rockport Commuter Rail lines, the Blue Line, and several MBTA bus stops during the month of October 2001 (see Methodology for more detailed distribution information). The survey (Appendix C) was a one-page, written questionnaire distributed to 3,500 MBTA users, yielding a response rate of 38%.

For a complete summary of results, please see Appendix A.

### **Methodology**

On October 10-12, 2001, 2,500 written surveys were distributed on the Newburyport/Rockport Commuter Rail lines between 6 AM and 9 AM daily. Passengers were given the opportunity to return the written questionnaire directly to workers at North Station or mail the survey (postage-paid) to Regina Villa Associates.

On October 12, 2001, 500 surveys were distributed at the Wonderland stop on the Blue Line between 6:30 AM and 9 AM. Passengers were encouraged to mail the completed survey (postage-paid) to Regina Villa Associates.

On October 29, 2001, 500 surveys were distributed at bus stops at Centennial Park, Peabody (6:30 AM-9 AM), Central Lynn (6:30 AM-9 AM), and Haymarket (4 PM-6PM).

In total 3,500 written surveys were distributed with 1,314 returned, yielding a response rate of 37.54%.

### **Results**

#### ***Boardings and Destination***

Although the Project Team's survey distribution included the Blue Line and MBTA bus stops, over 90% of respondents to the survey were commuter rail passengers. Because the surveys were distributed in the morning, most passengers completed their surveys in the morning (98%). 97% of respondents were traveling from home, and most (92% of all participants) were journeying to work.

The most popular stations for morning boardings were Salem (28% of riders originated their commute at that station), Beverly (18%), and Swampscott (11%). The most popular method of passengers getting to their trains/buses were by Park and Ride (48%), walking (34%), and being dropped off (14%).

Overwhelmingly, MBTA passengers from the North Shore were traveling to North Station in Boston (95%) as their destination. Less than 2% of passengers using the Commuter Rail reported their intent to disembark the train outside of Boston. Once arriving at their stop, the majority got to their final destination by walking (52%) and subway (39%).

#### *Passenger Information*

Over 90% of participants use MBTA services at least four times a week. Approximately 80% use one particular route 4-5 days a week, indicating they are regular commuters. Nearly all (97%) were taking their route on a round trip basis, with most (95%) returning in the afternoon/evening.

Interestingly, nearly all of the MBTA riders report that they are licensed drivers (97%) and the majority (82%) had an automobile available for the trip. Most of the passengers were office workers (77%).

The age of respondents was normally distributed across the categories, with most respondents being between the ages of 22-29 (19%), 30-39 (29%), and 40-49 (24%).

#### *Most Needed Service*

Respondents were asked to rank which new or expanded transit services they felt were most needed on the North Shore. None of the four choices (Local Bus, Express Bus, Rapid Transit, Commuter Rail) were ranked particularly low, but Commuter Rail service was ranked as most needed (with a mean of 3.43) with Rapid Transit (Blue Line) coming in a close second (3.32).

#### *Written Comments*

MBTA riders were also offered the opportunity to submit any comments or suggestions they had to improve transportation for the North Shore. For a complete summary of responses, see Appendix B. Riders indicated a strong desire to see increased parking at the station. Improvement of commuter rail service was mentioned by a large number of respondents including: adding trains to the schedule, new express routes, new stops, and additional cars.

With regard to rapid transit service, a large number of respondents indicated their desire to see the Blue Line extended to either Lynn or Salem.

#### *Follow-Up Survey*

Respondents were informed that a follow-up phone survey would be conducted for this project. They were asked to include their name and phone number if they wanted to be included in this follow-up survey. 349 respondents (27% of the participants) indicated their desire to participate.

# NORTH SHORE MIS RIDERSHIP SURVEY

(Results as of 11/26/01)

## APPENDIX A

### Distribution of Surveys

	Date	Number
Commuter Rail	10/10-10/12/01	2500
Blue Line	10/12/01	500
Buses	10/25/01	500
<b>TOTAL</b>		<b>3500</b>

Total responses received (as of 11/26/01): 1314

### Q1- Place of Origin

	N	%
Beverly	238	18.11
Beverly Farms	29	2.21
Chelsea	3	0.23
Elm St.	1	0.07
Gloucester	52	3.96
Hamilton	57	4.34
Haymarket	11	.84
High & Allston	1	0.07
Ipswich	62	4.72
Lynn	77	5.86
Manchester	39	2.97
Montserrat	47	3.58
Newburyport	46	3.50
North Beverly	36	2.74
North Station	6	0.46
No Response	11	0.84
Oak Grove	1	0.07
Prides Crossing	5	0.38
Rockport	35	2.66
Rowley	16	1.22
Salem	372	28.31
South Hamilton	1	0.07
Swampscott	145	11.04
Waverly	1	0.07
Wenham	1	0.07
West Gloucester	11	0.84
Wonderland	10	0.76
<b>TOTAL</b>	<b>1314</b>	<b>100.0</b>

### Q2- Departure Time

	N	%
AM	1292	98.33
PM	15	1.14
No Response	7	0.53
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

### Q3- Method of Departure

	N	%
Walking	450	34.25
Subway	5	0.38
Bus	12	0.91
Park & Ride	634	48.25
Dropped Off	179	13.62
Commuter Rail	14	1.07
Other	3	0.23
Bicycle	6	0.46
Cab	1	0.08
Car Pool	1	0.08
Kick Scooter	1	0.08
No Response	6	0.46
POV	1	0.08
Shuttle	1	0.08
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

### Q4- Type of Origin

	N	%
Home	1275	97.03
Work	19	1.45
Shopping	1	0.08
School	5	0.38
Social or Recreational Activity	4	0.30
Dropping off son at school	1	0.08
Friend's House	2	0.15
Grandmother's House	1	0.08
Gym	1	0.08
No Response	4	0.30
Parents' Home	1	0.08
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

### Q5- Destination

	N	%
Airport	1	0.08
BC East	1	0.08
Beverly	3	0.23
Beverly Farms	2	0.15
B-Line, Blanford St.	1	0.08
Chelsea	6	0.46
Downtown Crossing	1	0.08
GE	1	0.08
Government Center	3	0.23
Haymarket	2	0.15
High St.	1	0.08
Lechmere	2	0.15
Lynn	5	0.38
Medford	5	0.38
Montserrat	2	0.15

<b>Q5 Continued-</b>		
<b>Destination</b>	<b>N</b>	<b>%</b>
North Beverly	2	0.15
North Station	1247	94.90
No Response	11	0.84
Orient Heights	2	0.15
Playstead & Usher	1	0.08
Powderhouse Rd.	1	0.08
Quincy/Adams	1	0.08
Riverworks	2	0.15
Salem	4	0.30
Salem & Fellsway	1	0.08
South St.	2	0.15
State Street	1	0.08
Swampscott	1	0.08
W. Medford	1	0.08
Woburn & High	1	0.08
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q6- Type of Destination</b>		
	<b>N</b>	<b>%</b>
Home	30	2.28
Work	1211	92.16
Shopping	1	0.08
School	37	2.82
Social or Recreational Activity	2	0.15
Work-related or business meeting	18	1.37
Doctor's office or personal errand	6	0.46
Court	1	0.08
Flight	1	0.08
Jury Duty	2	0.15
No Response	3	0.23
Training Class	1	0.08
Volunteer	1	0.08
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q7- Method of Arrival</b>		
	<b>N</b>	<b>%</b>
Walking	682	51.90
Subway	513	39.04
Bus	42	3.20
Park & Ride	12	.91
Picked Up	11	.84
Commuter Rail	15	1.14
Bicycle	5	0.38
Boat	7	0.53
Kick Scooter	1	0.08
No Response	4	0.30
Shuttle	17	1.30
Taxi	2	0.15
Water Shuttle	1	0.08
Water Taxi	2	0.15
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q8- Round Trip?</b>		
	<b>N</b>	<b>%</b>
Yes	1280	97.41
No	31	2.36
No Response	3	0.23
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q8A-Time of Return</b>		
	<b>N</b>	<b>%</b>
AM	27	2.05
PM	1246	94.82
No Response	41	3.12
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q9- Frequency of MBTA Use (days per week)</b>		
	<b>N</b>	<b>%</b>
0-1	37	2.82
2-3	80	6.09
4-5	997	75.88
6-7	198	15.07
No Response	2	0.15
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q10-Frequency of Route Use</b>		
	<b>N</b>	<b>%</b>
0-1	42	3.20
2-3	94	7.15
4-5	1067	81.20
6-7	108	8.22
No Response	3	0.23
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q11A-Licensed Driver?</b>		
	<b>N</b>	<b>%</b>
Yes	1271	96.73
No	37	2.82
No Response	6	0.46
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

<b>Q11B-# Automobiles in Household</b>		
	<b>N</b>	<b>%</b>
0	41	3.12
1	499	37.98
2	592	45.05
3	126	9.59
4	30	2.28
5	7	0.53
6	1	0.08
7	1	0.08
No Response	17	1.29
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

**Q11C-# Other Licensed Drivers in Household**

	N	%
0	236	17.96
1	748	56.93
2	206	15.68
3	64	4.87
4	30	2.28
5	5	0.38
6	1	0.38
No Response	24	1.38
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

**Q11D-Automobile Available?**

	N	%
Yes	1075	81.81
No	217	16.51
No Response	22	1.67
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

For Q12, responses to open-ended questions were grouped by topic for easier summary. Responses that were only mentioned by a sole respondent were categorized as "other."

**Q12-Occupation**

	N	%
Office	1013	77.09
Student	44	3.35
Retired	8	0.61
Salesperson	47	3.58
Industrial	13	0.99
Construction	5	0.23
Child Care	2	0.15
Education	35	2.67
Food/Hospitality Services	6	0.46
Health Care	57	4.34
No Response	8	0.61
Scientist	24	1.83
Other	52	3.96
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

**Q13-Age**

	N	%
5-16	6	0.46
17-21	21	1.60
22-29	255	19.45
30-39	380	28.99
40-49	316	24.10
50-59	253	19.30
60-64	50	3.81
65 and over	24	1.83
No Response	6	0.46
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

**Q14-- Average ranking of which new or expanded transit service is most needed ("1" being "least important" and "5" being "most important")**

Local bus—	2.89
Express bus—	3.04
Rapid Transit (Blue Line)—	3.32
Commuter Rail—	3.43

**Q15-Service Used**

	N	%
325 Bus	5	0.38
326 Bus	6	0.46
Amtrak	1	0.08
Beverly	8	0.61
Blue Line	11	0.84
Boston	1	0.08
Commuter Rail	660	50.23
Eastern Line	1	0.08
Eastern Route	1	0.08
Express Bus	2	0.15
Express Train	1	0.08
Gloucester Commuter Rail	2	0.15
Ipswich	9	0.68
Newburyport Commuter Rail	243	18.49
North Shore	15	1.14
No Response	31	2.36
Orange Line	2	0.15
Red Line	1	0.08
Rockport Commuter Rail	294	22.37
Salem	20	1.52
<b>TOTAL</b>	<b>1314</b>	<b>100.00</b>

## APPENDIX B

### Q16- Comments/Suggestions

	Total
24 hour service needed	1
4:30pm train is always packed - add car; Plow more in winter; Add express train to Nwbryport	1
435 bus is always late; Train is great	1
5:07 train is never on time	1
5:27 train only has 2 conductors - very slow boarding	1
7:37 train is always late	2
7:37am train always late	1
A line from Beverly to Westwood	1
Add 4:15pm train	1
Add a 4pm train to Newburyport; more parking	1
Add a ferry	1
Add a train at 7:30am	1
Add a train between 5:35pm and 6:45pm	1
Add automated doors	1
Add bus from Peabody to Salem	1
Add cars	2
Add cars to 5:37 train; Add express trains	1
Add conductors; Don't extend blue line	1
Add express to Newburyport; More service to Ipswich; Service to NH	1
Add express train	2
Add express train between 7-8am	1
Add express train from Newburyport	1
Add express train to Newburyport; Free parking; Improve No. Sta.	1
Add more conductors	1
Add more seats; Give info when trains are more than 20min late	1
Add more trains in AM and PM	1
Add more trains in evening	2
Add parking garage at Beverly	1
Add routes; More trains in evening; Clean Lynn Station	1
Add security at Lynn parking garage	1
Add stop at Sullivan Square	1
Add stop at Sullivan Square; Extend service to Portland	1
Add stop in Peabody	1
Add train about 11pm	1
Add train after 9:35	1
Add train around 8:15am	1
Add train at 6:00	1
Add train at 6:10pm	1
Add train at 6:30pm; Stop in Malden	1
Add train at 8am; Add trains between 6-10pm	1
Add train between 10:40pm and 12:10am	1
Add train between 5:37-6:45	1
Add train between 5:37-6:45pm	1
Add train between 5:39-6:45 and 7:30-9:35pm	1
Add train between 6-6:40am	1
Add train between 6-9am and 5-8pm	1
Add train between 7:10-9am	1
Add train between 7:30 and 9:30pm	1
Add train between 7:38 and 9:20am	1

Add train between 7:44 and 9:26	1
Add train between 8 and 8:30	1
Add train between 8 and 9:30pm	2
Add train between 8-10:40om	1
Add train between 8-9:35pm	2
Add train between 8-9pm	1
Add train in morning rush	1
Add train late Friday/Saturday	1
Add train to Rockport between 2:15-4pm	1
Add trains during rush hour	1
Add trains on weekends and evenings	1
Additional stops; Clean Lynn station	1
Allow bikes on during peak hours	1
Another express train between 5:25 and 6:10	1
Avoid weather-related delays	1
Ban cell phones	1
Ban cellphones; encourage people to sit when seats are available	1
Bathroom conditions are unacceptable; Overall satisfied	1
Better A/C and heat; More seats; Double-decker trains	1
Better Connection North and South Station	1
Better efficiency on E line ; More security	1
Better facilities at No. Sta	1
Better maintenance of cars - temperature and cleanliness; More cars	1
Better maintenance of parking	1
Better parking; Extend Blue line to Revere	1
Better punctuality	2
Better schedule in evening; More trains;	1
Better shelters in Salem	1
Better station facilities; Do _not_ need blue line	1
Bigger savings on passes	1
Blue line extension bad idea	1
Blue line is overcrowded; Rail seldom on time; More local buses at night	1
Blue line open earlier; Marblehead express bus should skip Lynn	1
Blue line to Lynn	1
Blue line to Lynn Central Square	1
Blue line to Lynn; More seats on 7:45am	1
Boat from Gloucester	1
Boat from Salem to Boston ; Blue line to north shore	1
Bring back smoking car	1
Bus from No. Station to Harvard Square	1
Bus from No. Station to Marine Indus. Park	1
Bus from Salem to Danvers run on weekends	1
Bus is late	1
Bus or train from No. Sta. To Alewife; More bike-friendly policies	1
Bus service from No. Sta to Quincy Market and Waterfront	1
Bus service to Beverly	1
Buses that don't go through Lynn; More express trains in morning	1
Car traffic is very heavy	1
Cars are clean and on time; Bathrooms in separate car to contain smells	1



Q16- Comments/Suggestions (continued)	Total		
Cash only lines for tickets	1	Drivers need to stick to schedule; New drivers don't know route	1
Cellphone-free car	1	Earlier and later service	1
Cheaper fares; More link to subway from Rail	1	Either more trains during rush hour, or a T stop	1
Clean more frequently	1	Electric Rail, like in DC	1
Clean the Lynn garage; Increase security	1	Electrify the lines; Install platforms; Increase frequency; add waiting rooms; 4 week passes that can be bought anytime	1
Clean the parking areas	1	Electrify the lines; more parking in swampscott	1
Clean the tracks	1	Encourage conductors to ask passengers to remove bags from seats	1
Clean the trains	2	Everything is great	1
Clean the trains; Fix broken seats; Increase express trains;		Existing service is adequate; More cars	1
Conductors are good	1	Expand blue line to Lynn; Covered shelter at Swampscott; Replace cut trees at Swampscott; Add 441 bus after 8pm	1
Cleaner cars; Cleaner windows	1	Expand blue line to Salem; more parking	1
Cleaner orange line	1	Expand line to Portsmouth	1
Cleaner, safer, More access	1	Expand monthly pass sales; more parking	1
Close bus windows when it rains	1	Expand North station	3
Commuter rail is sufficient - blue line is unnecessary	1	Expand service	1
Commuter rail is too crowded during the week	1	Expand service past Salem; Clearly communicate schedules	1
Conductors are good	5	Expand T to north shore	1
Conductors should be more friendly	1	Expand the Blue line	1
Conductors should notice if people are waiting to get on and slow down	1	Express bus is good idea ; More trains during rush hour	1
Connect No and So. Stations ; Add evening trains	1	Express bus or blue line from N. Beverly to Boston	1
Connect No. and So. Stations	3	Express from Boston to Ipswich or Hamilton; Food service	1
Connect No. Station and Back Bay; More trains between 5:30-7:30pm	1	Express service; Expanded hours	1
Coordinate connecting services	1	Express service; More trains in evening	1
Coordinate rail and T schedules	1	Express train from Ipswich at 6:45am	1
Coordinate Train and bus schedules	1	Express train past Beverly	1
Crew should promptly inform passengers when there are problems; It would be nice if there were buses between No. Shore towns	1	Express train to Beverly	1
Cutting back on conductors compromises safety.	1	Express trains	1
Designate a quiet car - no cell phones	1	Extend Blue line	2
Designate a quiet car; More room for bikes	1	Extend Blue line to Beverly	2
Designate cars for cellphone use	2	Extend blue line to Beverly on existing track	1
Designate cars for cellphone use; Add trays for seats; More parking	1	Extend blue line to Lynn	1
Direct access to orange line ; north station have same amenities as south station	1	Extend blue line to Lynn; Extend rail to Nashua, NH	1
Doing a great job	1	Extend blue line to Salem	5
Don't build parking garage in Salem - expand park and ride service instead	1	Extend Blue line up North Shore	1
Don't need anything else	1	Extend blue line; Publicize buses more; Local shuttles to train stations	1
Don't need the blue line in Beverly	1	Extend rail to Marblehead	1
Don't replace rail with T	1	Extend service to Portland	1
Double decker cars	1	Extend service to Portsmouth	1
Double decker trains	1	Extend T to Beverly; More trains between 5:30-6:30pm	1
Double tracks in Salem	1	Extend T to Marblehead	1
Double-decker cars; More cars	1	Extend the blue line to Lynn or to Salem	1
Double-decker cars; More express trains	1	Extremely Dependable	1
Double-decker trains	2	Fares are expensive; tracks need to be repaired	1
Double-decker trains;	1	Finish Green/Orange at North Station; More cars	1
Double-decker trains; Add more conductors; clean up parking area	1	Finish Orange line at No. Sta.	1
Double-decker trains; More cars; More parking	1	Fix crackling speaker systems; eliminate annoying messages - I.e., escalator safety	1
		Focus on maintenance	1
		Free parking	1
		Free parking; Better trains; Cleaner environment	1

Q16- Comments/Suggestions (continued)	Total		
Free parking; More parking; More trains	1	Larger cars; More parking	1
Front car move further into train	1	Last bus is at 6:35, next train is at 7:30 - too large a gap.	1
Generally satisfied; Later service past midnight	1	Late night bus and train schedules are similar - miss one, miss both	1
Good as is	1	Later bus service	1
Good idea	1	Later service	2
Good service; Please announce stops	1	Line that connects all the commuter rail lines - a perimeter rail	1
Green line is horrible	1	Link between No and So. Stations	2
Green line needs work; Needs more trains to Lechmere at rush hour	1	Link between No. and So. Stations	4
Green/Orange line needs improvement	1	Link No. Sta to Central/Harvard	1
Happy with service	1	Link North Sta and Back Bay	1
Have portable staircase for when the train breaks down	1	Local buses coordinated with commuter rail schedule	1
Have train stop closer to steps	1	Lower the pass price	1
Have trains park closer to station; Service is generally excellent	1	Make Green line as good as commuter rail	1
HUAC that works	1	Make more like Europe	1
I love the commuter rail	2	Make service more reliable; Make employees more service oriented	1
I love the train; hate the subway	1	Making changing trains at No. Sta. More efficient	1
I use the T whenever I can - more people should use it!	1	Marquis signs at all stops, to inform of delays	1
I used to take the bus, but it was inconvenient	1	MBTA Buses at N. Station to S. Station, Seaport. More parking needed	1
I would take the subway if it were closer and if there was parking	1	MBTA service reliable	1
If blue line is extended, then rail must not be cut back	1	Meets my needs	1
If blue line is extended, will it be as convenient?	1	Monorail parallel to 128	1
If the 7:25am train left at 7:30, I could use the rail for the entire trip	1	Monthly parking pass	1
Improve air quality and temperature	1	More (and cleaner) rest rooms at No. Station	1
Improve Gloucester station	2	More advertising of routes	1
Improve No. Sta	1	More benches on platform	1
Improve No. Sta - should be more like So. Sta.	1	More bus service for Salem/Danvers/Peabody	1
Improve No. Station	5	More bus service from No. Sta. To PO square	1
Improve No. Station; No blue line in Beverly; Improve Commuter rail service	1	More buses during commuter peak times	1
Improve No. Station; Wash cars	1	More buses on route 111	1
Improve parking	1	More buses to Wonderland	1
Improve Salem Station	1	More cars	30
Improve service	1	More cars	1
Improve timing to match hospital shift changes	1	More cars ; Coordinate green line service	1
Improve tracks	1	More cars ; more seats ; more parking	1
Improved commuter rail	1	More cars during peak hours	3
Improved facilities at No. Sta - make like So. Sta	1	More cars in morning	2
Improvements to Salem Station	1	More cars on express trains; More parking	1
Improvements to stations; generally happy	1	More cars or more frequent trains	1
Include Portland ME	1	More cars to Worcester	1
Increase frequency of trains	1	More cars; Add train between 6:20-7:00	1
Increase security	1	More cars; Better punctuality	1
Increased service is needed beyond Beverly.	1	More cars; Better punctuality; Extend rail to Peabody	1
Information on delays at stations	1	More cars; Conductors should take active roles to help people find seats	1
Jennifer on the 5:37 is very pleasant	1	More cars; Double decker cars	1
Keep fares down	1	More cars; Improve A/C; More monitors	1
Keep fares low; more evening trains	1	More cars; More express trains	1
Keep paper recycling	1	More cars; More info on delays	1
Keep up the good work	1	More cars; More parking	1
Larger bathrooms at No. Station	1	More cars; more recycling	1
		More cars; open all doors	1

<b>Q16- Comments/Suggestions (continued)</b>	<b>Total</b>		
More Commuter Cars	3	More parking in Salem; Blue line to Salem	1
More conductors	6	More parking in Salem; Shelter in Salem	1
More conductors; Announce which track trains arrive on	1	More parking in Swampscott	2
More conductors; More trains; More cars	1	More parking in Swampscott; Clean up the landscape at stations	1
More double-decker trains	1	More parking in Swampscott; Orange station at No. Sta.	1
More early Saturday trains	1	More parking or free parking	1
More evening and weekend service; Improve No. Station	1	More parking; Add train between 6:10-6:45pm	1
More evening trains	1	More parking; Better snow clearing	1
More exits at No. Station ; No. Station poorly designed	1	More parking; Expand Blue line	1
More express runs	1	More parking; Extend blue line north	1
More express trains	5	More parking; Free parking	1
More express trains after 5:25pm	1	More parking; Improved station	1
More express trains between 5:30-7:30pm	1	More parking; More cars ; double decker trains ; raise gas tax	1
More express trains; Expand blue line; Look at DC and London systems	1	More parking; More conductors	1
More flexible schedule	1	More parking; More Lechmere trains	1
More frequent bus service on weekends - route #451; More trains past Salem/Beverly during rush hours	1	More parking; More service between 7:30 and 9:15am	1
More frequent evening service	1	More parking; More service outside of rush hour	1
More frequent evening trips	3	More parking; More shelters	1
More frequent Green line service; Commuter boat; Add train between 6-6:45pm;	1	More parking; More trains	3
More frequent service ; More parking	1	More parking; More trains at night	1
More frequent service between 5-8pm. ; stop private companies for charging for parking	1	More parking; More trains in morning	1
More frequent service during rush hour; parking garage in Beverly	1	More parking; More trains; Newer trains	1
More frequent service on weekends; discounted fares on weekends	1	More parking; winter shelters	1
More frequent stops at Prides Crossing	1	More prompt trains	1
More frequent til 9pm	1	More punctual	1
More frequent to North Shore, More cars on rush hour trains	1	More punctuality	1
More frequent trains	1	More routes with varying stops and more frequency	1
More frequent trains ; more night service ;	1	More Saturday night service; More lights in parking areas for security	1
More frequent trains during rush hour, esp. after 6:10pm	1	More seating	1
More frequent trains in evening	1	More seats ; sell donuts/coffee	1
More frequent trains, more cars	1	More security	2
More Green "E" trains; good job	1	More service in evening ; Better connection to Red Line	1
More Green line trains	3	More service on weekend	1
More handicapped seats	1	More service to Montserrat in morning and evening	1
More info about delays - length and cause	1	More shelters	3
More laides bathrooms at No. Sta.	1	More stops	1
More late night service; link between No. and So. Stations	1	More timely service ; conductors good.	1
More local bus	1	More trains	10
More modern cars	1	More trains ; More cars	1
More parking	52	More trains ; more parking	1
More parking ; better equipment	1	More trains after 5pm	3
More parking ; Double-decker trains	1	More trains after 8pm; Like the train	1
More parking at Beverly	1	More trains at different times	1
More parking at Swampscott	2	More trains at night	1
More parking in Beverly Depot	5	More trains at night ; More amenities at No. Station	1
More parking in Gloucester	1	More trains at night and weekends	1
More parking in Salem	3	More trains between 4:30-7pm	1
More parking in Salem ; subway service	1	More trains between 4-8pm	1
		More trains between 6-10pm	1
		More trains between 6-7pm ; More cars; Add police presence at Boylston	1
		More trains between 6-8pm	1
		More trains between 7 and 8	1

Q16- Comments/Suggestions (continued)	Total		
More trains between 8-9:35pm	1	New trains; More cars	1
More trains during afternoon commute	1	Newer cars on north shore	1
More trains during rush hour	5	Newer trains	1
More trains evenings and weekends	1	Newspaper recycling	1
More trains from Beverly outbound	1	Night Owl is great	1
More trains in afternoon	1	No blue line extension if it replaces the commuter rail	2
More trains in afternoon, or a bus from Beverly/Rockport	1	No complaints	1
More trains in evening	16	No maintenance in Gloucester parking lot	1
More trains in evening and weekends	1	North Shore needs a T line	1
More trains in evening; More conductors - More safety;		North Sta is too small; No good concessions; Poor design to	
More cars on green line	1	mix with Fleet Cntr	1
More trains in evenings and weekends	2	North Station is too congested	1
More trains in evenings; Better punctuality; Friendlier		NR606	
Conductors and ticket salespeople	1	One car with no cellphones; One car with exercise equipment	1
More trains in middle of the day	1	Open all doors; Shorter stops	1
More trains in morning	3	Open more doors	2
More trains in morning	1	Open more doors ; Announce delays	1
More trains in morning, more trains in evening, more cars	1	Open the Depot building; Open a canteen at the Depot	1
More trains in the morning	1	Options: Link between No. and So. Stas; Shuttle bus from	
More trains on weekdays outside of rush hour	1	No. Sta. To PO square; Easier connection between	
More trains on weekends	2	No. Sta and Orange Line	1
More trains outbound	1	Overall, rail service excellent; Connect Orange line to	
More trains outbound at night	1	No. Sta and add rail stop at Sullivan square	1
More trains outbound in evening	1	PA system needed	1
More trains outbound, or shuttle from Beverly to Hamilto	1	Parking garage	1
More trains outside of peak hours; Put token machines in		Parking rates are inconsistant; T does quite a good job	1
No. Sta.	1	Please don't extend blue line to Beverly	1
More trains to Lechemere	1	Please wash windows	1
More trains to Newburyport between 5:30-7pm	1	Rail has adequate seating and reliable scheduling;	
More trains, Expanded schedule	1	Time spent is quality time, while reducing traffic and	
More trains, more frequently	1	saving energy	1
More trains; Clean trains	1	Rail is mostly reliable	1
More trains; Double deck trains	2	Raise platforms	1
More trains; Friendlier conductors	1	Reduce parking rates	1
More trains; Later service	1	Reduced fare for combo riders ; Rail to Portsmouth	1
More trains; More buses	1	Return wider cars; Add train between 7 and 8.	1
More trains; More buses; Extend blue line to Lynn;		Rockport and Beverly lines are often late	1
Connect No. Shore to Logan	1	Rude personnel; overpriced; poor conditions; horrible service	1
More trains; more cars	2	Run rail on time on weekends	1
More trains; More parking	1	Salespeople are sometimes unfriendly	1
More trains; More trains in evenings, weekends	1	Satisfied, but Rail is expensive - if T could be extended,	
More visible security; More frequent bus and train service		it would be cheaper	1
in the evening	1	Seating is uncomfortable for tall people	1
More women's bathrooms at No. Station ; more hourly		Seats more comfortable	2
routes inbound	1	Seats uncomfortable	1
Move the 5:10 to 5:20	1	Security is non-existent at Fleet Center	1
N	1	Sell coffee	1
Need more trains	1	Senior discount should be 62	1
Need new 6:05 train to Newburyport	1	Separate entrance for events at Fleet Center; Need	
Need new buses - fares have gone up with nothing to		recycling bins	1
show for it	1	Service generally excellent	2
New Gloucester Station	1	Service has improved	1
New station and more parking in Gloucester	1	Service is always good	1
New station in Salem	1	Service is improving	1

<b>Q16- Comments/Suggestions (continued)</b>	<b>Total</b>
Shuttle to Logan ; More parking ; Clean windows	1
Signs about fines for littering etc.	1
Some drivers cut people off and speed	1
Some stops are skipped; Allow riders to open doors themselves	1
Sometimes cars smell of cigarette smoke.	1
Sometimes trains are late; generally good service	1
Speaker volume is too high - Max dB limits at 50	1
Staff are friendly	1
Subway link between No. and So. Stations	1
Systems should be ontime and coordinated	1
T pass holders should also get compensation for late trains	1
Thanks for the survey	1
Thanks!	1
The 5:10 train should leave later - not enough time to get there	1
Too many delays	1
Train every hour ; Green line - N. Station connections bad.	1
Train goes slowly between Chelsea and Boston	1
Train is always late	2
Train is always late; Need more frequent and faster trains; Need link between No. and So. Stas	1
Train is comfortable and clean	1
Train is regularly late	1
Train needed between 6:10 and 8	1
Train schedule is great; buses could serve route inbetween trains	1
Trains are always on time	1
Trains are crowded; More evening trains to Rockport	1
Trains are dirty; Only 2 conductors; Fares are expensive	1
Trains are very crowded	2
Trains rarely on time	1
Trains should have areas for bikes	1
Transportation for people with disabilities is hard to obtain	1
Turn down intercoms; Improve punctuality; More trains in evening	1
TV Monitors at stops to advise of delays etc.	1
Two-way track at Salem; Weather proof Salem Station; PA system	1
Use malls as transfer points	1
Very happy	1
Wonderful staff: extend service farther up north shore	1
Would like to see more pick-ups, but understand constraints (blank)	1
<b>Grand Total</b>	<b>1314</b>

## APPENDIX C

Dear Transit Rider:

This survey of transit riders is being conducted in order to better plan transportation service for the North Shore. Your assistance will provide essential information for this planning. A survey card should be filled out for each passenger five years of age or older.

We hope that you take advantage of this opportunity to help improve transportation in the North Shore area. Please complete the questionnaire and mail it today – postage free.

Your participation in this important survey is appreciated.

Thank you,  
Robert H. Prince, Jr.  
*General Manager*

1. I got on this Train/Bus at: (please print station name or nearest intersection)

\_\_\_\_\_

2. The Time of Day was: (please check one)

am  pm

3. I got to this Train/Bus by: (please check one)

Walking  Park & Ride  
 Subway  Dropped Off  
 Bus  Commuter Rail  
 Other \_\_\_\_\_

4. I came from: (please check one)

Home  Social or Recreational Activity  
 Work  Work-related or business meeting  
 Shopping  Doctor's office or personal errand  
 School  Other \_\_\_\_\_

5. I will get off this Train/Bus at: (please print station name or nearest intersection)

\_\_\_\_\_

6. I am going to:

Home  Social or Recreational Activity  
 Work  Work-related or business meeting  
 Shopping  Doctor's office or personal errand  
 School  Other \_\_\_\_\_

7. After Leaving this Train/Bus I will get to my destination by:

Walking  Park & Ride  
 Subway  Picked Up  
 Bus  Commuter Rail  
 Other \_\_\_\_\_

8. Will you be coming back to the same location you started from later today? (please check)

yes  no

If you answered, "yes" to the previous question, at what time of day will you be starting this trip in the opposite direction?  am  pm

9. How many days per week do you use MBTA services?

0-1 times  2-3 times  
 4-5 times  6-7 times

10. How many days per week do you use this particular route?

0-1 times  2-3 times  
 4-5 times  6-7 times

11. Please Answer the Following Questions about Automobiles in your household:

A) Are you a licensed driver? (please check)

yes  no

B) How many Automobiles do you have in your household? \_\_\_\_\_

C) How many Other Persons in your household are Licensed Drivers? \_\_\_\_\_

D) Was an automobile available to you as an alternative means of transportation for this trip? \_\_\_\_\_

12. What is your Occupation? (please check one)

Office  Salesperson  
 Student  Industrial  
 Retired  Construction  
 Other \_\_\_\_\_

13. What is Your Age? (please check one)

5-16  30-39  60-64  
 17-21  40-49  65 and over  
 22-29  50-59

14. What New or Expanded Transit Services do you think are Most Needed on the North Shore? (please rank in order of importance, with "1" being least important and "5" being most important)

Local Bus  
 Express Bus  
 Rapid Transit (Blue Line)  
 Commuter Rail  
 Other \_\_\_\_\_

15. What MBTA service (line or route) were you using when you received this survey? \_\_\_\_\_

16. Comments/Suggestions?

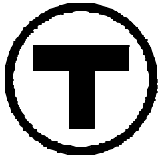
Thank you very much for taking the time to complete this survey. We plan on conducting a follow-up phone survey and would like your participation. If you would like to participate, please print your phone number and a contact name below:

\_\_\_\_\_

\_\_\_\_\_

To return this survey, please fold along the creases and seal the tab to close.

**Appendix C**  
**Project Purpose and Need Statement**



# *Massachusetts Bay Transportation Authority*

*Jane Swift*  
Governor

*James H. Scanlan*  
Acting Secretary and MBTA Chairman

*Michael H. Mulhern*  
General Manager

## **NORTH SHORE TRANSIT IMPROVEMENTS BETWEEN REVERE AND SALEM, MASSACHUSETTS DRAFT ENVIRONMENTAL IMPACT STATEMENT PURPOSE AND NEED**

### **BASIC PROJECT PURPOSE**

The purpose of this project is to improve the frequency of service to destination centers within the nine-community corridor between Revere, Massachusetts and Salem, Massachusetts in order to promote economic development and increase employment opportunities.

### **NEED FOR ACTION**

The existing transportation system in the Revere to Salem Corridor consists of a network of limited-access highways, arterials, and local streets, as well as various transit services provided by the Massachusetts Bay Transportation Authority (MBTA).

Within this Corridor, access to two of the major business centers, Lynn and Salem, is limited. The roadways, which do serve these cities, provide poor “Levels of Service” (LOS). Route 1A is one of the major roadways into Lynn, and the Boston Metropolitan Planning Organization’s (MPO) 2000 Congestion Management System (CMS) Report assigned this route a LOS of E/F, signifying that severely restricted traffic flows and significant delays exist during peak commuting periods. A similar situation occurs in the case of Salem where Route 114 provides the major access. It also was identified at a LOS of E/F along certain segments. Regarding demographics within the Corridor, population densities remain high around the historic centers of Lynn and Salem. However, employment densities are higher outside these areas along the limited access highways (i.e., I-95 and Route 128) where better access exists, further reinforcing the need for mobility improvements to Lynn and Salem.

The MBTA provides commuter rail service to this Corridor along the Eastern Route Main Line that extends from Boston to Newburyport and Rockport. Rapid transit service is provided on the Blue Line between Bowdoin Station in downtown Boston and Wonderland Station in Revere (Blue Line terminus). The MBTA also operates local and express bus routes in this Corridor. The current public transit system has not sufficiently improved mobility within this Corridor, and it holds limited potential to fully address this issue. In particular, the present level of service to the cities of Lynn and Salem is inadequate for these important destination centers, since the current headways and reverse commute opportunities do not support economic development and employment growth. Both the cities of Lynn and Salem have unemployment rates greater than the statewide average. These cities have identified transportation improvements that provide a service quality similar to rapid transit as the way to address the transportation limitations within this Corridor and to promote greater economic development and employment opportunities.



**Appendix D**  
**Federal Notice of Intent (NOI) from Federal  
Register**

published on December 31, 2001 (66 FR 67621).

**DATES:** Comments must be submitted on or before April 8, 2002.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292), or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On December 31, 2001, FRA published a 60-day notice in the *Federal Register* soliciting comment on ICRs that the agency was seeking OMB approval. 66 FR 67621. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

**Title:** Passenger Equipment Safety Standards.

**OMB Control Number:** 2130-0544.

**Type of Request:** Extension of a currently approved collection.

**Affected Public:** Businesses.

**Form(s):** N/A.

**Abstract:** The information gained from daily inspections is used to detect and correct equipment problems so as to prevent collisions, derailments, and other occurrences involving railroad passenger equipment that cause injury or death to railroad employees, railroad passengers, or to the general public; and to mitigate the consequences of any such occurrences, to the extent that they can not be prevented. The information provided promotes passenger train safety by ensuring requirements are met for railroad passenger equipment design and performance; fire safety; emergency systems; the inspection, testing, and maintenance of passenger equipment; and other provisions for the safe operation of railroad passenger equipment.

**Annual Estimated Burden Hours:** 84,060.

**ADDRESSES:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC, 20503; Attention: FRA Desk Officer.

**Comments are invited on the following:** Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the *Federal Register*.

**Authority:** 44 U.S.C. 3501-3520.

Issued in Washington, DC, on March 1, 2002.

**Kathy A. Weiner,**

*Director, Office of Information Technology, and Support Systems, Federal Railroad Administration.*

[FR Doc. 02-5519 Filed 3-7-02; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of Environmental Impact Statement on North Shore Transit Improvements Between Revere and Salem, MA

**AGENCY:** Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA) is issuing this notice to advise agencies and the public that, in accordance with the National Environmental Policy Act (NEPA), FTA and the Massachusetts Bay Transportation Authority (MBTA), will prepare an environmental impact statement (EIS) to evaluate transit improvements, including a potential rapid transit service extension, in the North Shore Corridor from Revere to Salem, Massachusetts.

**DATES:** One public scoping meeting in the City of Lynn will be held in April, 2002. Details as to the specific location, date, and time of the public scoping meeting will be advertised in local newspapers and other media. An interagency scoping meeting will be held on March 27, 2002 in the Volpe National Transportation Systems Center. See **ADDRESSES** below. Written comments on the scope of the EIS, including the alternatives to be considered and the impacts to be studied, may be sent to Stephen M. Woelfel, Project Manager, MBTA, by April 19, 2002. See **ADDRESSES** below.

**ADDRESSES:** Written comments on the project scope should be sent to Stephen Woelfel, Project Manager, Planning Department, Massachusetts Bay Transportation Authority, Massachusetts Transportation Building, 10 Park Plaza, Boston, MA 02116. Telephone: (617) 222-5237; fax: (617) 222-6181. The interagency scoping meeting will be held on March 27, 2002 at 10 a.m. in the Volpe National Transportation Systems Center, Kendall Square, 55 Broadway, Cambridge, MA 02142. All scoping meetings will be held in wheelchair-accessible locations.

**FOR FURTHER INFORMATION CONTACT:** Mr. Peter S. Butler, Federal Transit Administration, (617) 494-2729.

#### SUPPLEMENTARY INFORMATION:

##### I. Scoping

FTA and MBTA will establish the scope of the EIS for the North Shore Corridor after consulting with Federal, State, and local resource and regulatory

agencies through meetings and correspondence, and after hearing from the general public. Interested individuals, organizations, and agencies are invited to participate in defining the alternatives to be evaluated and related issues of concern. Written comments on the alternatives and potential impacts to be considered should be sent to Stephen Woelfel at the MBTA.

## II. Description of Corridor and Transportation Needs

The existing transportation system in the Boston-Salem Corridor consists of a network of limited-access highways, arterials, and local streets as well as various transit services provided by the MBTA.

### Roadway Network

There are no major highways that service two primary business communities in this corridor, Lynn and Salem. The local roadways provide poor levels of service. Prior planning efforts to address these accessibility issues have included possible highway connections to the cities of Lynn and Salem. This work has failed to produce viable highway alternatives because of community, environmental, and financial constraints. Limited access to these cities has impacted the ability of residents to reach employment opportunities in Boston, and it has prevented these business centers from reaching their full potential.

### Transit Network

The MBTA is the primary provider of mass transit service in this area. This Corridor is serviced by commuter rail along the Eastern Route Main Line that extends from Boston to Newburyport and Rockport. Rapid transit service is provided on the Blue Line between Bowdoin Station in downtown Boston and Wonderland Station in Revere (Blue Line terminus). The MBTA also operates local and express bus routes in this Corridor.

Over the past several years, the MBTA has made a substantial investment in the rehabilitation of the commuter and Blue Line systems. Despite these improvements, public transit has not sufficiently improved mobility within this Corridor, and it holds limited potential to fully address this issue. Further public transportation improvements have been considered through several different planning efforts including the MBTA's current Major Investment Study (MIS). The MIS has been developed around the findings of studies that were completed in the 1990's including the North Shore Transportation Study and the

Wonderland Connector Feasibility Study. In the MIS process, a steering committee of municipalities and interest groups has reaffirmed the need, which was identified in these previous studies, for greater access to Boston and the employment centers on the North Shore. Particular attention has focused on the inadequacy of existing services to meet the demand for access to the cities of Lynn and Salem, which are important destination centers within the Corridor. In the case of commuter rail, the current system cannot support higher frequency service, and various bus options may not overcome congestion on the Corridor's roadway network. The MBTA's experience with express bus service in the Corridor suggests that commuters are looking for more frequent and quicker service. Consequently, these cities have identified rapid transit investment as the way to address their transportation limitations and to promote greater economic development opportunities.

The rapid transit investment that has been favored is an extension of Blue Line service from the existing terminus in Revere. It is recognized that the possible rapid transit routes for a Blue Line extension would result in significant environmental impacts, and as such, would require the preparation of an EIS. The EIS will focus on extending rapid transit into the Corridor between Boston and Salem. Accordingly, the study area will be comprised of the following communities: The City of Boston and nine other cities/town including Chelsea, Lynn, Marblehead, Nahant, Revere, Salem, Saugus, Swampscott, and Winthrop.

The MIS, which is currently expected to be completed in June of 2002, will continue to address issues of a regional nature that encompass the entire 32 community study area and all modes of transit. The EIS process is an integral part of the MIS process because it will provide additional detail regarding the Blue Line extension options, which received high ratings and support in the initial MIS screening phases.

## III. Alternatives

A preferred alternative has not been selected at this point. The public comment process will provide input into the selection and a preferred alternative will be identified in the Final EIS.

For consideration in the Draft EIS, the FTA and the MBTA propose that the following five alternatives be evaluated:

### Alternative 1: No-Action

This Alternative consists of no change to existing facilities in the North Shore Corridor. It serves as the NEPA baseline against which the transportation, environmental, and community impacts of the other alternatives are compared. Existing transportation facilities consist of the MBTA Blue Line and various local and express bus routes. Additionally, the Rockport and Newburyport Commuter Rail Lines provide commuter-oriented service to seventeen stations in the North Shore. Principle highway facilities in the study area include Interstate 95, U.S. Route 1, State Route 128, and State Route 1A. The No Action Alternative further consists of the transportation network contained in the Regional Transportation Plan for the year 2010 in the absence of any other transportation improvements in the study corridor.

### Alternative 2: Transportation System Management

This alternative consists of all reasonable cost-effective transit service improvements not requiring major new construction. This alternative includes improvements such as reduced commuter rail headways in off-peak hours, extended service hours and reduced headways for express and local bus service, and other low-cost traffic and transit system upgrades on available streets and highways.

### Alternative 3: Blue Line extension to Salem via the Eastern Route Main Line

This alternative involves the extension of the Blue Line from the City of Revere to the City of Salem along the Eastern Route Main Line with a shared use for MBTA commuter rail service.

### Alternative 4: Blue Line Extension to Salem via the Narrow Gauge and Eastern Route Main Line Alignment

This Alternative involves the extension of the Blue Line from the City of Revere to the City of Salem utilizing the Boston, Revere Beach & Lynn Narrow Gauge Alignment and the Eastern Route Main Line with a shared use for MBTA commuter rail service;

### Alternative 5: Blue Line and Commuter Rail Intermodal Facility

In lieu of a Blue Line extension north to Salem, this alternative involves the construction of a new intermodal facility that would provide a passenger connection between the Blue Line and commuter rail service in the vicinity of the existing Blue Line terminus at Wonderland Station in the City of Revere.

All of the alternatives listed above, as well as other alternatives suggested during scoping, will be considered during the development of the draft EIS. Prior to the completion of the draft EIS, it is expected that a screening process will consider each alternative's potential benefits, costs, and impacts. The EIS will also consider any additional reasonable alternatives identified during scoping that provide similar transportation benefits while reducing or avoiding adverse impacts.

#### IV. Public Involvement

A comprehensive public involvement program has been developed. The program includes: Outreach to local and county officials and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the project; a public hearing on release of the draft EIS; and development and distribution of project newsletters.

#### V. Probable Effects and Potential Impacts for Analysis

The FTA and the MBTA will evaluate all environmental, social, and economic impacts of the alternatives analyzed in the EIS. The impact areas to be addressed include: noise and vibration; land use; visual/aesthetic values; ecosystems; cultural and historical resources; water quality, floodplains, and drainage; air quality; traffic and parking; hazardous materials; utilities; energy use and conservation; public safety and security; and community and economic impacts. The EIS will evaluate potential environmental justice issues as well as secondary, cumulative, and construction-related impacts. The need for right-of-way acquisitions and relocations will also be evaluated. Alternative alignments, designs, station locations, and other measures to avoid, minimize, and mitigate adverse impacts will be developed and evaluated.

#### VI. FTA Procedures

In accordance with FTA policy, all Federal laws, regulations, and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clean Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, and section 4(f) of the DOT Act, will be addressed to the maximum extent practicable during the NEPA process. In addition,

the MBTA seeks \$ 5309 New Starts funding for the project and will therefore be subject to the FTA New Starts regulation (49 CFR part 611) which was published in the **Federal Register** on December 7, 2000 (65 FR 76864) and became effective on April 6, 2001. This New Starts regulation requires the submission of certain specified information to FTA to support an MBTA request to initiate preliminary engineering, which is normally done in conjunction with the NEPA process.

Issued on: March 4, 2002.

Richard H. Doyle,

FTA Regional Administrator.

[FR Doc. 02-5637 Filed 3-7-02; 8:45 am]

BILLING CODE 4910-57-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement: South Corridor Phase 2 in Sacramento, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare a Supplemental Environmental Impact Statement (SEIS).

**SUMMARY:** The Federal Transit Administration (FTA) and the Sacramento Regional Transit District (RT) intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and a Subsequent Environmental Impact Report (SEIR) in accordance with the California Environmental Quality Act (CEQA) for a proposed light rail extension in the South Sacramento Corridor from Meadowview Road to Calvine Road at Auberry Road (Calvine/Auberry).

The proposed light rail transit mode and alignment were selected in 1995 by the RT Board of Directors as the Locally Preferred Alternative (LPA) following completion in 1994 of an Alternatives Analysis/Draft EIS/Draft EIR (AA/DEIS/DEIR) for the South Sacramento Corridor. Seven transit alternatives (including bus, high-occupancy vehicle, and rail modes) with various alignment and station locations were evaluated in the AA/DEIS/DEIR. The LPA was included in the Sacramento Area Council of Government's Metropolitan Transportation Plan.

The LPA (called the *Low/UPRR Alignment* in the AA/DEIS/DEIR) is an 11.5-mile extension to the existing light rail system beginning in downtown Sacramento and extending to Calvine/

Auberry. In agreement with FTA, RT planned to build the LPA in phases. Phase 1 is currently under construction and extends light rail from downtown Sacramento for 6.5 miles to Meadowview Road, with seven stations at Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, and Meadowview. Revenue service for Phase 1 is anticipated to begin in September 2003. The proposed Phase 2 would extend light rail approximately five miles from Meadowview Road to Calvine/Auberry. To date, five stations have been identified at Franklin Boulevard, Center Parkway (optional), Cosumnes River College/College Square, Power Inn Road (optional), and Calvine/Auberry. The proposed Phase 2 light rail extension would follow the Union Pacific Railroad (UPRR) right-of-way south from Meadowview Road, turn east along the proposed extension of Cosumnes River Boulevard, follow the Boulevard to Bruceville Road, turn south along Bruceville Road to serve Cosumnes River College/College Square development, turn east to cross State Route 99, and terminate at a station at Calvine/Auberry.

The SEIS/SEIR will evaluate a No-Action Alternative, a future "New Starts" Baseline Alternative, the Phase 2 Light Rail Extension Alternative, and additional alternatives that emerge from the scoping process. Scoping will be accomplished through correspondence and discussions with interested persons; community organizations; federal, state and local agencies; and through public meetings.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered in the SEIS/SEIR must be received no later than May 15, 2002, and must be sent to RT at the address indicated below.

#### Scoping Meetings

*Public scoping meetings will be held on:* (1) March 25, 2002 from 5:30 p.m. to 8:00 p.m. at Cosumnes River College Recital Hall, 8401 Center Parkway, Sacramento, CA 95823 and (2) April 11, 2002 from 5:30 p.m. to 8:00 p.m. at the Pannell Center located at 2450 Meadowview Road, Sacramento, CA 95832. The formal scoping meetings will be preceded by an open house (5:30 to 6:30 pm), allowing for the public to discuss the SEIS/SEIR work scope, process, proposed project, and alternatives with RT staff and consultants. A brief presentation will be given at 6:30 p.m., beginning the formal scoping meeting. Graphic presentations and scoping materials will be provided to assist the public in understanding the

**Appendix E**  
**Copy of Agency and Public Scoping Meeting**  
**Presentation**

# North Shore Transit Improvements between Revere and Salem, MA

*Draft Environmental Impact  
Statement  
Scoping Session*



## Agenda

- Welcome and Introductions
- Background
- Overview of Federal & State Environmental Processes
- Purpose and Need
- Study Area
- Existing Conditions
- Alternatives
- Schedule
- Next Steps
- Open Comments

## Background

- Earlier Planning Studies
- Ongoing Major Investment Study
- **Where we are today** – Initiating Environmental Impact Statement Process

## Overview of Federal Environmental Processes

- **National Environmental Policy Act (NEPA)**
  - Federal law which establishes a process by which Federal agencies must study the effects of their actions
  - Requires a systematic and interdisciplinary approach to decision making
  - Intent is to ensure that environmental consequences are fully disclosed and the benefit of the Federal action outweighs any environmental impact

## Overview of Federal Environmental Processes

- NEPA establishes prescribed levels of documentation depending on proposed action
  - Categorical Exclusion
    - No effect on the environment
  - Environmental Assessment
    - Effect on the environment is unknown
  - Environmental Impact Statement (EIS)
    - Significant effect on the environment is likely

## Overview of Federal Environmental Processes

- What is the purpose of an EIS?
  - Information disclosure device
  - Problem-solving tool
  - Consensus building opportunity

## Overview of Federal Environmental Processes

- What is the EIS process?
  - Determine lead agency
  - Publish Notice of Intent
  - **Conduct Scoping Process**
  - Prepare Draft EIS
  - Hold Public Hearing
  - Select Locally Preferred Alternative
  - Prepare Final EIS
  - Agency Determination
  - Prepare Record of Decision

## Coordination with State (MEPA) Review Process

- An Environmental Notification Form (ENF) will be filed with MEPA in connection with the Locally Preferred Alternative Report
- Allows MBTA to present an ENF with resource specific information from the DEIS
- DEIS screens out infeasible alternatives prior to MEPA scoping – results in a more specific and relevant State environmental review
- If appropriate, the MBTA will apply for Special Review Procedures under MEPA

## Project Purpose and Need

- **Purpose:**
  - Improve frequency of transit service
- **Need:**
  - Roadway Network
  - Transit Network
  - Employment/Economic Development

## Roadway Network

- No major highways service primary employment centers
- Local roads provide unacceptable level of service

## Transit Network

- Access to primary employment centers does not meet service quality of rapid transit
- Current commuter rail headways and reverse commute service do not support economic development

## Employment/Economic Development

- Continued reduction in employment
  - Unemployment rate in Lynn and Salem higher than State
- Need to improve overall mobility and reverse commute opportunities to Lynn and Salem



## Study Area

- Chelsea
- Lynn
- Marblehead
- Nahant
- Revere
- Salem
- Saugus
- Swampscott
- Winthrop

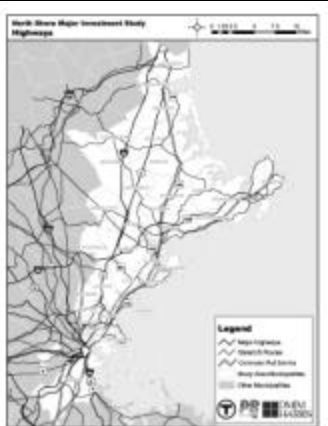


## Existing Conditions

- Highway Network
- Commuter Rail Network
- Rapid Transit Network
- Demographics

## Highway Network

- I-95
- Route 1
- Route 1A
- Route 128
- Route 114
- Route 62
- Route 16



## Commuter Rail Network

- Rockport
- Newburyport



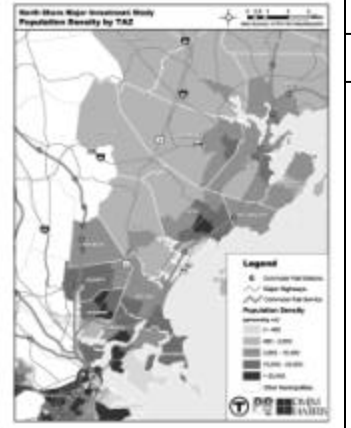
## Rapid Transit Network

- Blue Line



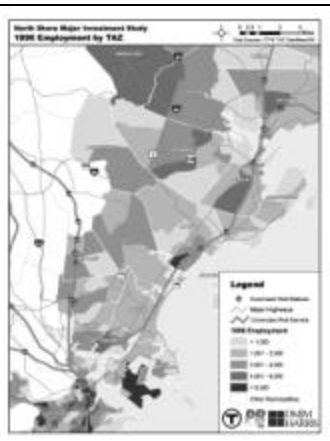
## Demographics

- Population



## Demographics

- Employment



## Demographics

### Environmental Justice Issues

- Greatest Minority Concentration
  - Chelsea (61%)
  - Lynn (38%)
  - Revere (21%)
  - Salem (18%)
- Greatest Unemployment
  - Chelsea (4.6%)
  - Lynn (4.3%)
  - Revere (3.7%)
  - Salem (3.5%)

## Preliminary Alternatives

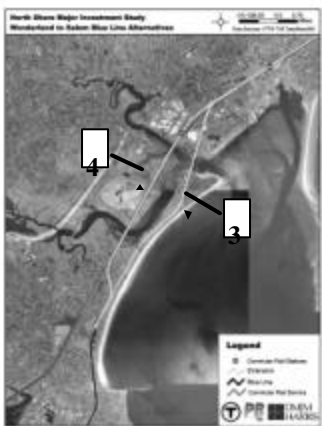
1. No-Action
2. Transportation System Management
3. Blue Line Extension to Salem via Eastern Route Main Line
4. Blue Line Extension to Salem via Narrow Gauge and Eastern Route Main Line
5. Blue Line and Commuter Rail Intermodal Facility in Revere

## Alternatives

1. No Action
  - Existing Regional Transportation Plan
2. Transportation System Management
  - Improved Commuter Rail Headways and Reverse Commute Opportunities
  - Reduced Bus Headways for Express and Local Service
  - Extended Bus Service Hours

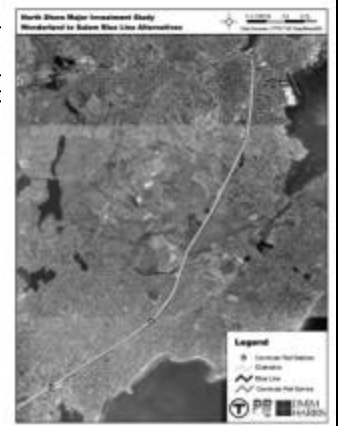
## Rapid Transit to Salem

- Between Revere and Lynn
- Alternative 3-**  
Narrow Gauge
- Alternative 4-**  
Eastern Route Main Line



## Rapid Transit to Salem

- Between Lynn and Salem
- **Alternatives 3 & 4** -
- Via Eastern Route Main Line

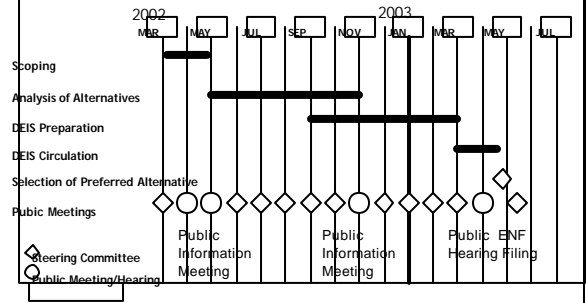


## Intermodal Connection Alternative

- Alternative 5 – Blue Line & Commuter Rail Intermodal Facility
  - Provide physical link
  - Develop site consistent with local planning



## DEIS Schedule



## Next Steps

- Public Scoping Meeting
- Preparation and Distribution of Scoping Report
- DEIS Development

**Appendix F**  
**Agency Scoping Meeting Distribution List**  
**and Sample Letters**

Environmental Reviewer,  
Metropolitan Area Planning Council  
60 Temple Place, 6th Floor  
Boston, MA 02111

Environmental Reviewer,  
Executive Office of Environmental Affairs  
251 Causeway St., Suite 900  
Boston, MA 02114

Environmental Reviewer,  
Natural Heritage and Endangered Species Program  
Commonwealth of Massachusetts, Rt. 135  
Westborough, MA 01581

Environmental Reviewer,  
Division of Marine Fisheries  
50A Portside Dr.  
Pocasset, MA 02559

Environmental Reviewer  
Federal Highway Administration  
55 Broadway, 10th floor  
Cambridge, MA 02142

Environmental Reviewer,  
Coastal Zone Management  
251 Causeway St., Suite 500  
Boston, MA 02114

Environmental Reviewer,  
Metropolitan District Commission  
20 Somerset St.  
Boston, MA 02108

Environmental Reviewer,  
CTPS  
10 Park Plaza  
Boston, MA 02116

Environmental Reviewer,  
Massachusetts Turnpike Authority  
10 Park Plaza, Suite 4160  
Boston, MA 02116

Environmental Reviewer,  
National Marine Fisheries Service  
One Blackburn Dr.  
Gloucester, MA 01930

Ms. Karen Adams  
Chief of Permitting,  
U.S. Army Corps of Engineers  
New England District  
696 Virginia Rd.  
Concord, MA 017422751

Robert S. Bartanowicz  
Regional Administrator,  
Federal Aviation Administration  
12 New England Executive Park  
Burlington, MA 018035299

Mr. Mark Berger  
MA Highway Department  
Planning Department  
10 Park Plaza, Suite 4150  
Boston, MA 021163973

Dave Clark  
Environmental Compliance Manager,  
National Park Service  
15 State St.  
Boston, MA 02109

Marianne Connolly  
Environmental Compliance Manager  
Massachusetts Water Resource Authority  
100 First Ave., Charlestown Navy Yard  
Boston, MA 02129

Marcy Crowley  
Chairperson,  
Regional Transportation Advisory Council  
c/o CTPS, 10 Park Plaza, Rm. 2150  
Boston, MA 02116

Mr. Bob Durand  
Secretary,  
Executive Office of Environmental Affairs  
251 Causeway St., Suite 900  
Boston, MA 021142119

Mr. Richard Dyer  
Refuge Supervisor-North,  
U.S. Fish and Wildlife Service, Region 5  
300 Westgate Center Dr.  
Hadley, MA 010359589

Ms. Lucy Edmondson  
EPA New England, Region 1  
1 Congress St., Suite 1100  
Boston, MA 021142023

Ms. Elsa Fitzgerald  
Assistant Director,  
Massachusetts Historical Commission  
220 Morrissey Boulevard  
Boston, MA 02125

Mr. Terrence J. Foley  
Senior Dir., Business Development and Partnerships  
Amtrak-NEC Planning Policy & Development  
30th Street Station, 5th fl. South, Box 20  
Philadelphia, PA 19104

Ms. Susan Forward  
Acting Secretary's Representative,  
U.S. Dept. of Housing and Urban Development  
10 Causeway St., Rm. 301  
Boston, MA 022221092

Mr. William Gaughan  
Regional Director,  
Northeast Regional Office  
MA Dept. of Environmental Protection  
205A Lowell St.  
Wilmington, MA 01887

Mr. Craig Leiner  
Manager of Transportation Planning,  
Mass. Port Authority  
One Logan Office Center  
East Boston, MA 021282909

Mark McKeon  
Federal Railroad Administration  
55 Broadway  
Cambridge, MA 02142

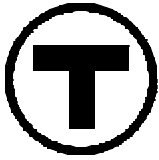
Admiral George Naccara  
U.S. Coast Guard  
408 Atlantic Ave.  
Boston, MA 02110

Mr. Richard Ofria  
Chief Administrative Officer,  
Department of Housing and Community Development  
1 Congress St., 10th floor  
Boston, MA 02114

Mr. Paul Regan  
Executive Director  
MBTA Advisory Board  
177 Tremont St., 4th floor  
Boston, MA 02111

Mr. Jay Wickersham  
Director,  
MA Environmental Policy Act Unit  
Executive Office of Environmental Affairs  
251 Causeway St., Suite 900  
Boston, MA 02114





# *Massachusetts Bay Transportation Authority*

*Jane Swift*  
Governor

*James H. Scanlan*  
Acting Secretary and MBTA Chairman

*Michael H. Mulhern*  
General Manager

March 14, 2002

Mr. Ira Leighton  
Acting Regional Administrator,  
EPA New England, Region 1  
1 Congress St., Suite 1100  
Boston, MA 021142023

Re: North Shore Transit Improvements Between Revere and Salem, MA  
Draft Environmental Impact Statement  
Agency Scoping Meeting

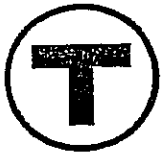
Dear Mr. Leighton:

The Federal Transit Administration (FTA) and the Massachusetts Bay Transportation Authority (MBTA) invite you to attend the Agency Scoping Meeting for the North Shore Transit Improvements between Revere and Salem, MA Project. In accordance with the National Environmental Policy Act, a Draft Environmental Impact Statement (DEIS) will be prepared to evaluate the potential physical, environmental, and social impacts of the proposed project. The meeting will be held on March 27, 2002 (Wednesday) at 10:00 A.M. at the Volpe National Transportation Systems Center, 55 Broadway, Kendall Square, Cambridge, MA 02154 to solicit comments to assist the FTA and the MBTA in developing the DEIS scope and range of alternatives to be considered. You will be receiving a package approximately 1 week prior to the meeting that will contain detailed information about the project and the exact room location.

If you have any questions or comments please contact Mr. Stephen Woelfel, MBTA, at (617) 222-5237 or Ms. Donna Laidley, FTA at (617) 494-2484.

Sincerely,

Michael H. Mulhern  
General Manager



# Massachusetts Bay Transportation Authority

Jane Swift  
Governor

James H. Scanlan  
Acting Secretary and MBTA Chairman

Michael H. A. Wilhern  
General Manager

March 20, 2002

The Honorable Edward M. Kennedy  
U.S. Senate  
2400 JFK Bldg.  
Boston, MA 02203

Re: North Shore Transit Improvements between Revere and Salem, MA  
Draft Environmental Impact Statement  
Agency Scoping Meeting

Dear Senator Kennedy:

Recently you received a letter indicating the date of the Agency Scoping Meeting for the North Shore Transit Improvements between Revere and Salem, MA Project. Please find enclosed, the agenda and supporting information regarding this meeting. As noted previously, the meeting will be held on March 27, 2002 (Wednesday) at 10:00 A.M. at the Volpe National Transportation Systems Center, 55 Broadway, Kendall Square, Cambridge, MA 02154. For safety reasons, you will need to sign in at the security desk, and will be escorted to the meeting location by FTA staff. At the security desk, please indicate you are attending a meeting with Peter Butler of the FTA in the 12th floor conference room. You will be directed to that location shortly thereafter.

We appreciate your cooperation in this important process. If you have any questions or comments, please contact me at (617) 222-4292 or Mr. Stephen Woelfel at (617) 222-5237.

Sincerely,

Dennis A. DiZoglio  
Director of Planning

**Appendix G**  
**Agency Scoping Meeting Sign-in Sheets**

NORTH SHORE TRANSIT IMPROVEMENTS  
BETWEEN REVERE AND SALEM, MA

DRAFT ENVIRONMENTAL IMPACT STATEMENT  
AGENCY SCOPING MEETING

March 27, 2002

Volpe National Transportation Systems Center  
Kendall Square, Cambridge

Attendance

Name	Organization	Address	Phone	Fax	E-mail
JOHN MCDONALD	COAST GUARD	HOBATLANTIC AVE BOSTON	617 223-8364	8026	JMcDonald@DL.USCG.M
MAY HONG	HDC	20 Somersset St. Boston	617 727-5264		may.hong@state.ma.us
Mark Berger	Mass Highways	10 Park Plaza Suite 415B-Boston	617-973-7340	8035	MARK.BERGER@state.ma.us
Mark Sternman	Sen Kerry	1 Bowdoin Sq, 10th Fl Boston	617-565-8519	617-248-3870	mark_sternman@kerry.senate.scr
Jim Gallagher	MARC	60 Temple Pl., Boston	617-451-2770		ggallagher@mapo.org
Andrew (Andy)	FTA	75 Broadway	617-484-3566		
Ben Getten	MASSPIRG	29 Temple Pl., Boston	617-292-4801	-8057	bengetten@masspirg.org
Sam Michale	U.S. Rep Terry	17 Becholet Sq.	978-531-1663		George.Michale@senate.mass.gov

NORTH SHORE TRANSIT IMPROVEMENTS  
BETWEEN REVERE AND SALEM, MA

DRAFT ENVIRONMENTAL IMPACT STATEMENT  
AGENCY SCOPING MEETING

March 27, 2002

Volpe National Transportation Systems Center  
Kendall Square, Cambridge

Attendance

Name	Organization	Address	Phone	Fax	E-mail
Joseph Aiello	DON JIM + HARRIS	66 Long Wharf	617-723-1700	617-723-6852	Joseph.Aiello@DMJM.HARRIS
Donna Laidley	FTA		617-494-2484	617-494-3184	Donna.Laidley@fta.dot.gov
Mary Beth Kelly	FTA		617-494-2055	617-494-2845	mary.mello@fta.dot.gov
Jim Feadwell	Alliance of Salem Neighborhood Assoc.	36 Fitt St Salem MA.	978-978-744-6080		
Reggie Foley	FTA		617-494-2409	617-494-2865	reggie.foley@fta.dot.gov
ALAN MACMILLAN	AMTRAK	ROCKFEST 42 MT. PLAZANT ST	978-5246-2419		amcmillan@trc.met
Tom Cohen	Sen. Kennedy	2400 JFK Fed Bldg Boston MA 02203	617-565-4473	617-565-3183	Tom.Cohen@senecp.soc
William Tinti	NSNIS	222 Essex St Salem, MA	978-748-8005	978-745-3369	wtinti@sls.org

NORTH SHORE TRANSIT IMPROVEMENTS  
BETWEEN REVERE AND SALEM, MA

DRAFT ENVIRONMENTAL IMPACT STATEMENT  
AGENCY SCOPING MEETING

March 27, 2002

Volpe National Transportation Systems Center  
Kendall Square, Cambridge

Attendance

Name	Organization	Address	Phone	Fax	E-mail
Liana Green	MBTA	10 Park Plaza, Boston 02114	617-227-3123	617-227-1547	Dfacc@MBTA.com
Mary Rodrick	Bosny LUV	14 Peabody Ave, Boston 02114	978-922-0777	978-922-518	carlandmary@ATTbi.com
Lucy Edmondson	EPA-NE	1 Congress St, Boston 02114	617-918-1004	918-1101	edmondson.lucy@epa.gov
Craig Leiner	MPA	Arcadia, Pease	617-589-3536		cleiner@mass.gov
DAN LAHART	BCDFE	7 Highland Rd, Pease	978-546-7208	978-546-7208	DRDIRT@BCDFE.CA.HO
JOHN A BUSINGER	VICE CHAIR N/S AILZIMIL CAL	33 ST PAUL ST, DORCHESTER MA	617 277 2550		

NORTH SHORE TRANSIT IMPROVEMENTS  
BETWEEN REVERE AND SALEM, MA

DRAFT ENVIRONMENTAL IMPACT STATEMENT  
AGENCY SCOPING MEETING

March 27, 2002

Volpe National Transportation Systems Center  
Kendall Square, Cambridge

Attendance

Name	Organization	Address	Phone	Fax	E-mail
NOMAH BERGER	MBTA Advisory Board	177 Tremont St. Boston	(617) 922-2440	02111	(617) 451-2054
James Eisenberg	State Rep. Robert A. DeLeo	State House - Rm 20	(617) 423-5775		2dvh@eng.ks.c
SUSAN HAMILTON	SIERRA CLUB/NSRLCAC	100 BOYLSTON ST BOSTON	617-403-5858		RAILNOW@AOL.COM
MATT KEAMLY	FTA	CAMBRIDGE	617-494-3038		MATTHEW.KEMMY@FTA.DOT.GOV

**Appendix H**  
**Agency Scoping Meeting Minutes – Draft**





# *Massachusetts Bay Transportation Authority*

*Jane Swift*  
Governor

*James H. Scanlan*  
Acting Secretary and MBTA Chairman

*Michael H. Mulhern*  
General Manager

## **North Shore Transit Improvements Between Revere and Salem, Massachusetts**

### **Draft Environmental Impact Statement Agency Scoping Meeting**

**March 27, 2002, 10:00 A.M.  
Volpe National Transportation Systems Center,  
Kendall Square, Cambridge, MA**

#### **AGENDA**

- I. Welcome and Introductions**
- II. Background**
- III. Overview of Federal and State Environmental Processes**
- IV. Purpose and Need**
- V. Study Area**
- VI. Existing Conditions**
- VII. Alternatives**
- VIII. Schedule**
- IX. Next Steps**
- X. Open Comments**

**North Shore Transit Improvements  
Between Revere and Salem, Massachusetts**

**Draft Environmental Impact Statement  
Agency Scoping Meeting**

**Volpe National Transportation Systems Center  
Kendall Square, Cambridge**

**March 27, 2002**

**DRAFT  
Meeting Notes**

Mary Beth Mello, Federal Transit Administration (FTA), opened the meeting at 10:10 AM. She welcomed attendees to the meeting and introduced Peter Butler, FTA. Ms. Mello indicated that the purpose of the meeting was to: (1) inform those present about the North Shore Transit Improvements project and gain feedback; and (2) get the appropriate resource agencies involved early in the process, to better incorporate their comments into the study.

Mr. Butler then introduced Donna Laidley, Program Manager, FTA, who will assist in preparing applications to provide funding and Andy Motter, the principal planner for the region and the point of contact for FTA regarding the Environmental Impact Statement (EIS). Mr. Butler presented an overview of the agenda and indicated that the next steps would be a public meeting in Lynn and a Scoping Report.

**Background**

Dennis DiZoglio, MBTA, said that there have been many studies in the past to determine ways to improve North Shore transit. He said that while previous efforts may have tended to be specific in focus, the new Major Investment Study (MIS) looked at the corridor as a whole. A Steering Committee was created to provide representation from communities and special interest groups. Although the MIS and a number of possible transportation improvements throughout the region still need further articulation, Mr. DiZoglio said the Steering Committee had decided to look at those projects that appear to have the greatest environmental impact and that were most expensive. These alternatives are all in the southern portion of the North Shore.

**Overview of Federal and State Environmental Processes**

Mr. DiZoglio then provided an overview of the Federal Environmental Process (National Environmental Policy Act or “NEPA”), and noted that the EIS level of documentation had been decided because a significant effect on the environment is likely. He described the purpose of the EIS: as an information disclosure device; as a problem-solving tool, and as a consensus building opportunity. He noted that the MIS did not identify a preferred alternative because there was uncertainty about some of the impacts of projects.

Mr. DiZoglio briefly outlined the EIS process. He identified the FTA as the lead agency and said the Notice of Intent had been published by the FTA in the Federal Register on March 8, 2002. The Scoping Process includes this meeting, a second public scoping meeting on April 4 in Lynn, and a number of public processes associated with this EIS and the ongoing MIS. The draft EIS (DEIS) will then be prepared, a public hearing will be held, and a locally preferred alternative will be selected. The final EIS (FEIS) will then be prepared, along with the Record of Decision.

Mr. DiZoglio said that because there was not yet a locally preferred alternative, the state's Massachusetts Environmental Policy Act (MEPA) process was not being conducted concurrently. He said that an Environmental Notification Form (ENF) will be filed with MEPA in connection with the Locally Preferred Alternative Report. The DEIS will have screened out infeasible alternatives prior to MEPA scoping, allowing a more specific and relevant state environmental review. He noted that if it is appropriate, the MBTA will apply for Special Review Procedures under MEPA.

### **Purpose and Need**

Mr. DiZoglio stated that the purpose of the project was to improve the frequency of transit service in the region particularly with respect to overall service frequencies and the provision of reverse commute service from Boston. He said that from Salem south, the MBTA's existing commuter rail operations presently do not provide frequent enough service to the communities to be considered comparable to rapid transit.

He said that satisfaction with the commuter rail service north of Salem exists because that area also has good highway access (notably Route 128 and Route 1), which has supported the expansion of industrial and commercial development. Lynn and Salem have not been able to achieve these economic benefits due to their relative isolation from the region's transportation network. Proposals for new roads connecting Rt. 128 to these communities have not come to fruition because of environmental issues and community opposition. He noted that local roads are narrow, cannot be widened and thus provide an unacceptable level of service.

Mr. DiZoglio noted that commuter rail service is primarily geared towards getting people into Boston in the morning. The provision of more frequent commuter rail service would still not achieve the service quality of rapid transit. He said that current commuter rail headways and reverse commute service can not support the economic development envisioned for communities like Lynn and Salem or provide sufficient access to primary employment centers.

Mr. DiZoglio then said that although there has been a continued reduction in unemployment for Massachusetts, the unemployment rates in Lynn and Salem remain higher than the rest of the state. He said there was a need to improve overall mobility and reverse commute opportunities to Lynn and Salem.

### **Study Area and Existing Conditions**

Jan Okolowicz, PB/Harris, then presented the study area of the EIS: Chelsea, Lynn, Marblehead, Nahant, Revere, Salem, Saugus, Swampscott, and Winthrop. These nine municipalities are a subset of the larger North Shore MIS study area. He then presented a map of the North Shore, showing the existing highway network, which depicts how major roadways such as Route 128 and Route 1 bypass the EIS study area on

its western periphery. Access from these major roadways into municipalities such as Lynn and Salem is provided via narrow, congested roadways (notably Routes 114, 107 and 1A). Level of service (LOS) is a means by which traffic flow and speeds on a roadway can be categorized. LOS ranges from “A” to “F”, with the latter representing extreme congestion and delay. He noted that recent studies identify LOS’ of E and F on portions of Routes 114 and 1A.

Mr. Okolowicz then presented a map, showing the commuter rail network in the study area (the so-called Eastern Route Main Line extending to Newburyport and Rockport). The Newburyport station is situated approximately 35 miles from Boston’s North Station. He said that 18,000 riders per day use these lines, with ridership increasing at a rate of 10% per year over the last 5 years. Some of this growth can be attributed to the restoration of service from Ipswich to Newburyport in 1997. Commuter rail service operates a combined total of 60 trains daily over the Newburyport and Rockport lines. He noted that the commuter rail achieves its aim: to get a large number of people (commuters) to and from Boston in a short period of time. He said that if an individual has good highway access to the station and adequate parking at the station, the commuter rail is the right service for him or her.

Mr. Okolowicz then described the Blue Line portion of the Rapid Transit network. He noted that it is approximately 5 ½ miles long and serves about 57,000 riders per day. Peak period service frequencies (headways) are approximately four minutes. He said that while both the Orange and Red Lines have been expanded over the past thirty years, the Blue Line is in essentially the same configuration it was 50 years ago. In terms of mileage, the Blue Line constitutes only 8% of the total Rapid Transit system. Although there has been virtually no investment in expansion since reaching the Wonderland terminus in the 1950s, the MBTA is committed to major capital investments for station upgrades, platform lengthening and the acquisition of 92 new cars. This represents a current commitment of over \$400 million for the Blue Line.

Mr. Okolowicz showed a population density map, noting the relatively high densities in Lynn and Salem. He then presented an employment map, noting that the Route 1 and Rt. 128 /I-95 corridors show expanding employment. However, there has been limited economic development in cities and towns located in the less accessible areas served by Route 107, Route 1A, etc. Mr. Okolowicz said another effort of this project was to address the issue of environmental justice. He noted that there are relatively large minority concentrations are in Chelsea (61% of the total population), Lynn (38%), Revere (21%), and Salem (18%). Relatively high unemployment rates are found in Chelsea (4.6%), Lynn (4.3%), Revere (3.7%), and Salem (3.5%)—all above the current Massachusetts unemployment rate of 3.2 percent. Mr. Okolowicz said that the trends of relatively high population but relatively low employment opportunities may be related to the lack of transportation access. Employers will locate and expand in areas that have good transportation, which has typically meant good highway access. The provision of rapid transit service in areas which are not well-connected to the highway network could allow these areas to overcome their past transportation shortcomings and compete for economic development.

## **Alternatives**

Mr. Okolowicz then reviewed five preliminary alternatives. He noted that the alternatives are structured on the FTA's prescribed evaluation procedures. The intent of the scoping process is to review these as "typical" alternatives and to elicit comments and suggestions for other alternatives from the general public. The first alternative is the baseline alternative, termed No-Action, against which all other alternatives are to be measured. The No-Action alternative incorporates all transportation facilities and services contained in the Regional Transportation Plan in the absence of any other transportation improvements in the study corridor.

The second alternative is the Transportation System Management (TSM). Mr. Okolowicz said the TSM alternative would essentially seek to identify opportunities to "tweak" the existing system to improve it without incurring major capital expenditures or environmental impacts. He noted that although the commuter rail service could not be expected to operate every four minutes at peak periods like the Blue Line, the service could be improved through the provision of more reverse commute trains, expanded hours of operation and more frequent service, particularly between Salem and Boston.

The third alternative is a Rapid Transit Service Extension to Salem via the Eastern Route Main Line. Rapid transit service is defined as a grade separated transit operation using exclusive rights-of-way and providing stations with platforms that enable floor-level boarding of the transit vehicle. The rapid transit extension would start at the immediate vicinity of the existing Blue Line Wonderland Station and be routed across Route 1A onto the Eastern Route Main Line right-of-way. The transit extension would be situated to the east of the commuter rail tracks. Mr. Okolowicz also noted that Revere is examining opportunities for transit-oriented development in the vicinity of Wonderland Station. The project team has met with the City to discuss this. He said that by providing an adjacent, but separate right-of-way for transit service, the alternative would not denigrate commuter rail service. Key items include the need for a fixed span rapid transit bridge over the Saugus River (or alternatively a tunnel). The frequency of rapid transit service would preclude the use of a low level moveable bridge as used by commuter rail to cross the Saugus River. He also noted that the right-of-way south of the Saugus River traverses environmentally sensitive areas— including tidal lands, wetlands, and a hundred year floodplain. Construction of a rapid transit right-of-way adjacent to the commuter rail tracks over this two-mile segment would necessitate extensive filling, at least over a ten acre "footprint" —or an extensive trestle system.

The fourth alternative is the Blue Line Extension to Salem via the Narrow Gauge right-of-way. This is the remnant of the narrow gauge line that extended from Lynn to the East Boston waterfront. The entire operation was abandoned in 1940 and the MBTA's predecessor, the Boston Elevated Railway, purchased the right-of-way from Day Square in East Boston up to the site of the present-day Wonderland Station. This right-of-way was used to extend the Blue Line to Wonderland in the 1950s. The MBTA does not own the former Narrow Gauge right-of-way north of Wonderland, however. Its use for a rapid transit extension would require property acquisition by the MBTA. Mr. Okolowicz noted that in addition to tidal and wetland issues along the Narrow Gauge right-of-way, other possible issues could include abutting residential impacts near Point of Pines at the Saugus River. He said that in extending rapid transit service via this alignment, the Saugus River would have to be crossed via a fixed span bridge or tunnel.

North of the Saugus River the rapid transit extension would utilize the Eastern Route Main Line right-of-way on an elevated embankment through Lynn. This right-of-way was constructed during the early 1900's as a four-track railroad. Only two tracks are used for Commuter Rail and freight service today, leaving adequate space for a second rapid transit corridor. Design will need to consider access to railroad freight sidings. North of Lynn heading towards Swampscott the railroad right-of-way narrows to two in-service tracks. Provision of a rapid transit extension along the commuter rail corridor would likely require property acquisition in order to obtain the necessary right-of-way width. Design issues will include modifications to the Swampscott Commuter Rail Station and the need to evaluate a suitable station location in Salem.

The present Commuter Rail Station at Salem, situated at the North River, is reached from the south via a ½ mile long tunnel under downtown Salem. The tunnel was constructed in the 1950s as part of a downtown grade crossing elimination project. However, the tunnel has sufficient width for only a single track.

Mr. Okolowicz said that this is a tolerable operational constraint for the commuter rail, but would be a major problem for more frequent rapid transit operations. Provision of a second track would require widening of the tunnel, a major structural project. Overall, the rapid transit extension from Wonderland/Revere to Salem would cover approximately 9.5 miles.

The fifth alternative is a Blue Line and Commuter Rail Intermodal Facility situated near Wonderland Station. With this alternative, a commuter rail station would be built in Revere and a connector would be built between the Commuter Rail and the Wonderland Blue Line Station. Mr. Okolowicz noted that this alternative could be incorporated into the larger rapid transit extension proposals. He also reiterated that discussions have occurred between the project team and the City of Revere concerning transit-oriented development at this site.

## Schedule

Mr. Okolowicz then presented the proposed DEIS schedule:

- *Scoping* *March-May 2002*
- *Analysis of Alternatives* *May-November 2002*
- *DEIS Preparation* *September 2002-March 2003*
- *DEIS Circulation* *March 2003-May 2003*
- *Selection of Preferred Alternative* *May 2003*
- *Steering Committee Meetings* *monthly*
- *Public Information Meetings* *Spring 2002; Fall 2002*
- *Public Hearing* *April 2003*
- *ENF Filing* *June 2003*

Mr. Okolowicz said that completing the DEIS for circulation by Spring 2003 will involve a rigorous summer and fall's worth of work. He noted that the DEIS schedule is aggressive, and is being driven by a desire to have much of the DEIS information in-hand prior to the drafting of the next multi-year federal transportation program in the Spring of 2003. In order to expedite the DEIS process, preliminary engineering is not being performed at this time. However engineering work will focus on areas of critical concern

with respect to cost, operations and environmental impacts. He described this as an expeditious and judicious process.

### **Next Steps**

Mr. Okolowicz then reviewed the next major steps in the DEIS process. First, a second (Public) Scoping Meeting will be held Thursday, April 4, 2002 at 6 PM in the Lynn MBTA Garage. Second, a Scoping Report will be prepared and distributed. Third, the DEIS will be developed.

### **Open Comments**

Mr. Motter then opened the meeting up for questions and comments. Mr. Butler recognized that a letter from the Brotherhood of Locomotive Engineers had been submitted for the record that asserted the frequency of commuter rail service was inaccurately described in the NOI. Mr. Butler said FTA was addressing this issue with the MBTA. Dan Lauzon, Brotherhood of Locomotive Engineers, said he had an amendment to the original proposal that he wanted to submit for the record. (See Attachment)

Alan MacMillan, Amtrak employee, asked for details about the NOI and where comments could be sent. Stephen Woelfel, MBTA, said that the NOI was published in the Federal Register on March 8, 2002 and that comments should be sent to him at the MBTA. He noted that the Public Scoping meeting would be well advertised in newspapers and fliers would be distributed on the commuter rail and potentially on the Blue Line. Mr. Woelfel said all the legislators for the 32 municipalities had been informed of the meeting, as well. Jay Duncan, PB/Harris, added that a 700-800 mailing list of interested parties had also been notified. Mr. Butler affirmed that comment forms would be available at the Public Scoping Meeting.

An attendee from FTA asked if there would be a tie-in with the Urban Ring MIS and if other Blue Line alternatives had been considered. Mr. DiZoglio said it would all be part of the analysis.

Lucy Edmondson, EPA, said she would try to provide information about the wetlands by the April 19 comment deadline.

Susan Hamilton, Sierra Club, said that she thought the EIS on the North-South Rail Link was relevant as it encompassed the same study area. She said she would also provide comments on the wetlands impact.

Craig Leiner, Massport, asked what ridership figures would be used in the analysis. Mr. Woelfel said the 2025 Regional Transportation Plan would be used.

James Eisenberg, Rep. DeLeo's Office, asked whether the Eastern Route option precluded a Revere stop and how this project affected the Big Dig mitigation of Romney marsh.

Jim Gallagher, MAPC, asked for an economic development justification for the project to better evaluate the positive economic impact to the community.

Mr. Butler and Mr. Woelfel noted at this point that the Army Corps of Engineers and Marine Fisheries would be kept abreast of these proceedings.

Jim Treadwell, Alliance of Salem Neighborhood Associations, said that the public meeting on April 4 was listed on the Salem Neighborhood Alliance website. With regard to the NOI, he noted that the North Shore Transportation Study is referenced with regard

to the environmental, economic, and social impacts. He also said that in addition to references to federal laws and regulation, state laws and regulations should be included in the analysis. Mr. Woelfel said that the Executive Office of Environmental Affairs the Department of Environmental Protection (DEP) will be kept informed during this process.

Mr. Lauzon said that he was concerned that ridership figures used for this study, the North South Rail Link and Urban Ring would become muddled. He noted that all the projects were integrated and should be treated the same. Vijay Mahal, CTPS, said that was the main reason the ridership forecasts were being redone. He said that all projects will use the same models and assumptions. Mr. Mahal added that some elements of the Urban Ring are already in the study, and an intermodal connection will exist.

Noah Berger, MBTA Advisory Board, asked that there be no denigration of existing commuter rail service or Blue Line service (including headways).

Mr. MacMillan said that in addition to not denigrating the commuter rail, the project should not adversely affect freight service in Lynn, Salem and Peabody. Mr. Berger asked if the third rail would be used for power on the rapid transit extension or would overhead catenary be used? (Both types of power supply are presently used on the Blue Line.) Mr. Okolowicz said that both options are still open, although MBTA Operations might prefer third rail. Use of overhead catenary or third rail would not interfere with railroad operations since the transit and railroad tracks would be side by side, like the Red Line and Old Colony commuter rail through Dorchester and Braintree.

John McDonald, Coast Guard, noted that the project would require a bridge permit to go over waterways. He suggested the project team conduct a navigational study of the Saugus and Pine rivers to determine the impact of a bridge on commercial lobster boats upstream. He also said that a fixed structure would likely require a very high vertical clearance.

Mary Rodrick, League of Women Voters, asked where the new stations would be located because she was concerned about the potential effect on the North South Rail Link project. Mr. Duncan said none of the potential locations had been determined.

Mark Berger, MassHighway, asked how this project would affect the Mahoney Circle Project and requested that the MBTA coordinate.

Ms. Hamilton noted that there was a potential for the commuter rail line to come into Chelsea and use the Urban Ring as the connection to the airports. Mr. Butler suggested that the project team examine the relationship of these studies to each other before the public meeting.

Mr. MacMillan said that the cost-effectiveness of the project should be examined. He said that in light of the state's financial situation, these alternatives were not even viable. Mr. Motter said that a broad range of alternatives would be examined, but the process would be kept rational.

John Businger spoke as an advocate of the North South Rail Link. He noted that transportation planning cannot be segmented and suggested looking at the connections between all transportation projects. Mr. Motter said the intent was to keep a broad scope. Ms. Hamilton pointed out that for economically and environmentally sound planning, it is important to look at a larger region than eastern Massachusetts. She said that the Metropolitan Area Planning Council (MAPC) and the Boston Metropolitan Planning



Organization (MPO) were important, but other adjacent study areas, like New Hampshire and Rhode Island, should be included.

The meeting adjourned at 11:32 PM.

**North Shore Transit Improvements  
Between Revere and Salem, Massachusetts**

**Draft Environmental Impact Statement  
Agency Scoping Meeting**

**Attendance**

Joseph Aiello	DMJM Harris
Regan Checchio	Regina Villa Associates
Mark Berger	MassHighway
Noah Berger	MBTA Advisory Board
John A. Businger	North/South Rail Link CAC
Tom Crehan	Senator Kennedy's Office
Dennis DiZoglio	MBTA
Jay Duncan	PB/Harris
Lucy Edmondson	EPA-NE
James Eisenberg	Representative DeLeo's Office
Peggy Foley	FTA
Jim Gallagher	MAPC
Ben Geffen	MASSPIRG
Susan Hamilton	Sierra Club/NSRL CAC
May Hong	MDC
Matt Keamy	FTA
Donna Laidley	FTA
Dan Lauzon	Brotherhood of Locomotive Engineers
Craig Leiner	Massport
Alan MacMillan	Amtrak
Vijay Mahal	CTPS
George McCabe	Congressman Tierney's Office
John McDonald	Coast Guard
Mary Beth Mello	FTA
Andrew Motter	FTA
Jan Okolowicz	PB/Harris
Diana Parcon	MBTA
Mary Rodrick	League of Women Voters, Beverly
Mark Sternman	Senator Kerry's Office
William Tinti	North Shore MIS Steering Committee
Jim Treadwell	Alliance of Salem Neighborhood Associations
Stephen Woelfel	MBTA

**Appendix I**  
**Public Scoping Meeting Public Notice,**  
**Postcard,**  
**Description of Distribution List,**  
**Public Notice,**  
**Sample Letter to Legislators and**  
**Legislator Distribution List**

**Notice**  
**for the**  
**Public Scoping Meeting**  
**for the**  
***NORTH SHORE TRANSIT IMPROVEMENTS***  
***between Revere and Salem, MA***  
**ENVIRONMENTAL IMPACT STATEMENT\***

**Thursday, April 4, 2002**  
**6:00 to 8:30 PM**

**Lynn MBTA Parking Garage Conference Room**

*Corner of Market Street and Broad Street*  
*Lynn*

Contact:

Stephen Woelfel, MBTA 617-222-5237

\*An integral component of the ongoing MBTA North Shore Major Investment Study evaluating transportation improvements within the North Shore region.



MBTA Planning Department  
10 Park Plaza – Room 5750  
Boston, MA 02116

For further information:  
Stephen Woelfel,  
Project Manager, MBTA  
617.222.5237 or

Federal Register Notices  
March 8, 2002  
Environmental Impact  
Statement  
*North Shore Transit  
Improvements between Revere  
and Salem, Massachusetts*

#### REVERE TO SALEM CORRIDOR



The MBTA invites you to attend the  
**Scoping Meeting** for the  
**North Shore Transit Improvements  
Environmental Impact Statement**

**Thursday, April 4, 2002**

Lynn MBTA Parking Garage  
Conference Room  
Corner of Market St. and Broad St., Lynn

Open House: 6:00pm  
Scoping Meeting: 7 – 8:30pm

Public Comment Invited

## **Postcard Distribution List**

Prior to the meeting, a postcard was mailed to the entire database of approximately 600 individuals. These individuals include the elected local officials in the 32 communities that comprise the study area (mayors, city councils, alderman, selectmen, etc.), state representatives and senators, and the congressional delegation. The database also includes any individuals who have attended previous meetings on the project (10 Steering Committee meetings and 3 public meetings at that point), any key stakeholders, and various neighborhood organizations.



# *Massachusetts Bay Transportation Authority*

*Jane Swift*  
Governor

*James H. Scanlan*  
Acting Secretary and MBTA Chairman

*Michael H. Mulhern*  
General Manager

March 14, 2002

Mr. Ira Leighton  
Acting Regional Administrator,  
EPA New England, Region 1  
1 Congress St., Suite 1100  
Boston, MA 021142023

Re: North Shore Transit Improvements Between Revere and Salem, MA  
Draft Environmental Impact Statement  
Agency Scoping Meeting

Dear Mr. Leighton:

The Federal Transit Administration (FTA) and the Massachusetts Bay Transportation Authority (MBTA) invite you to attend the Agency Scoping Meeting for the North Shore Transit Improvements between Revere and Salem, MA Project. In accordance with the National Environmental Policy Act, a Draft Environmental Impact Statement (DEIS) will be prepared to evaluate the potential physical, environmental, and social impacts of the proposed project. The meeting will be held on March 27, 2002 (Wednesday) at 10:00 A.M. at the Volpe National Transportation Systems Center, 55 Broadway, Kendall Square, Cambridge, MA 02154 to solicit comments to assist the FTA and the MBTA in developing the DEIS scope and range of alternatives to be considered. You will be receiving a package approximately 1 week prior to the meeting that will contain detailed information about the project and the exact room location.

If you have any questions or comments please contact Mr. Stephen Woelfel, MBTA, at (617)222-5237 or Ms. Donna Laidley, FTA at (617) 494-2484.

Sincerely,

Michael H. Mulhern  
General Manager

The Honorable Steven A. Baddour  
Massachusetts State Senate  
State House, Rm. 520  
Boston, MA 02133

The Honorable Frederick E. Berry  
Massachusetts State Senate  
State House, Rm. 109-D  
Boston, MA 02133

The Honorable Thomas F. Birmingham  
President, Massachusetts State Senate  
State House, Rm. 332  
Boston, MA 02133

The Honorable Michael P. Cahill  
Massachusetts House of Representatives  
State House, Rm. 3B  
Boston, MA 02133

The Honorable Edward G. Connolly  
Massachusetts House of Representatives  
State House, Rm. 167  
Boston, MA 02133

The Honorable Robert A. DeLeo  
Massachusetts House of Representatives  
State House, Rm. 20  
Boston, MA 02133

The Honorable Paul J. Donato  
Massachusetts House of Representatives  
State House, Rm. 443  
Boston, MA 02133

The Honorable Christopher G. Fallon  
Massachusetts House of Representatives  
State House, Rm. 136  
Boston, MA 02133

The Honorable Mark V. Falzone  
Massachusetts House of Representatives  
State House, Rm. 146  
Boston, MA 02133

The Honorable Robert F. Fennell  
Massachusetts House of Representatives  
State House, Rm. 3B  
Boston, MA 02133

The Honorable Micheal E. Festa  
Massachusetts House of Representatives  
State House, Rm. 473F  
Boston, MA 02133

The Honorable Bradford Hill  
Massachusetts House of Representatives  
State House, Rm. 443  
Boston, MA 02133

The Honorable Thomas M. McGee  
Massachusetts House of Representatives  
State House, Rm. 156  
Boston, MA 02133

The Honorable Eugene L. O'Flaherty  
Massachusetts House of Representatives  
State House, Rm. 42  
Boston, MA 02133



The Honorable Douglas W. Petersen  
Massachusetts House of Representatives  
State House, Rm. 236  
Boston, MA 02133

The Honorable Anthony Petruccelli  
Massachusetts House of Representatives  
State House, Rm. 166  
Boston, MA 02133

The Honorable Kathi-Anne Reinstein  
Massachusetts House of Representatives  
State House, Rm. 236  
Boston, MA 02133

The Honorable J. Michael Ruane  
Massachusetts House of Representatives  
State House, Rm. 238  
Boston, MA 02133

The Honorable John P. Slattery  
Massachusetts House of Representatives  
State House, Rm. 472  
Boston, MA 02133

The Honorable Theodore C. Speliotis  
Massachusetts House of Representatives  
State House, Rm. 174  
Boston, MA 02133

The Honorable Harriett L. Stanley  
Massachusetts House of Representatives  
State House, Rm. 130  
Boston, MA 02133

The Honorable Bruce E. Tarr  
Massachusetts State Senate  
State House, Rm. 313A  
Boston, MA 02133

The Honorable Paul E. Tirone  
Massachusetts House of Representatives  
State House, Rm. 443  
Boston, MA 02133

The Honorable Richard R. Tisei  
Massachusetts State Senate  
State House, Rm. 313C  
Boston, MA 02133

The Honorable Robert E. Travaglini  
Massachusetts State Senate  
State House, Rm. 511-B  
Boston, MA 02133

The Honorable Anthony J. Verga  
Massachusetts House of Representatives  
State House, Rm. 134  
Boston, MA 02133

**Appendix J**  
**Public Scoping Meeting Sign-in Sheets**

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
Robert Eganer	Sovereign Bank	37 Exchange St Lynn	781 553 3486	781 599-2172	
John Vitagliano		19 Seymour St. W. Htop 617	- 846-1105		Seaspl@comcast.net
<i>Debra M. White</i>					
TED GRANT	Lynn	15 Johnson St Lynn	(781) 598-8200	(781) 477-9500	
Robert Smith	Webb City Council	16 Cambridge Rd	781-599-8230		
Mark Jamal	Project COPE 11	N. Common St	781-597-5333		
Greg Lancy	City of Lynn - Mass	1 City Hall	55' 55F 490		
P. M. GERTSCH-ENGR.		ESSEX, MA	978-768-6206		

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
Jeanie Flavin	Independent Living Center of North Shore & Cape Ann	27 Congress St, SELEM, MA 01970			
Scott Gendello	NPO City of Salem	↳ (978) 741-0077			JFlavin@ILCNCSA.ORG
Quinn Harris	ENHC		978-740-0444		Quinnh@essentiaenergy.com
Sheldon Kuvitz	POINT OF VIEW 801 <sup>ASSIDE</sup> RUM AVE	RUM AVE	781-289-0303		
Betsy Osborne	CITY of Peabody	3 dials Court Room 760	978-532-4587		
JOHN DEACON	MASS SIGNIA CLUB	100 BOSTON ST BOSTON MA 02115	(617) 422-5775		MSMILLIK@AOL.COM
Joseph Walsh	City of Salem				JWalsh@salem.ma.gov
Pam Machan		28 B FEDERAL ST	978-745-5358		

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance  
 Please Print

Name	Organization	Address	Phone	Fax	E-mail
Robert E. Holbrook	Eastern Bank	75 Market St	598-7692	598-4590	Robert.Holbrook@eastbank.com
Henry Gladstone S		7 Hodges Ct	744-9373	SA Lum	
Paul Palladino	Bike to the Sea	92 Davis St Revere	781-274-2182		
JAMES BERK		60 E. Union St/Summerport	781-597-9834		JAMESBERK@ATT.BI.C.
William Tinto		16 Bedford, Jt.	978-745-8065		TINTI@shore.net
Regina Victoria		27 Rose Ave, N. Bedford	(781) 631-4650		
David A. Polak		150 Lynnway Hill	(781) 581-8094		
Tony Gallo	Tony Gallo Music Co	9. Sunnyvale Rd	" 599-2307		Tonygallo@musicco.net

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
DALE ORLANDO		46 KIMWOODS DR.	781 581 5029		DEORLANDO@ATTN.COM
Joe Cahill		15 Graham St Lynn	781 593-6259		
Kevin Street		51 Haven			
Dawn Marilyn Mours		39 County Cl Dr	978-887-9643		
Kenia Douglas	LYNN AREA CHAPTER OF COMRADE	125 MILLER AVE	781-592-2900		Kevin @ Lynn Area Chapter.com
PETER GRIFFIN		85 WESTLYNNE RD PEABODY MA 01962	603-781-2025		
Her Johansen	Peabody High	38 Exchange St	593 7700		
Anna Frantz	City of Peabody		978 538-5782		

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance  
 Please Print

Name	Organization	Address	Phone	Fax	E-mail
OP. Y. [unclear]					
Charles [unclear]	State Rep. Office	18 Trump Ave. Chelsea	781-432-7420		charles@state.ma.gov
ROBERT D'AMICO	BOSTON CITY HALL	1 CITY HALL PLAZA	617-635-3076	617-635-4295	
Rep Bob Fennell	State House	Boston MA	617-722-2470		
Michelle Leonard	Sub City Council	P.O. Box 525	978-744-5946		leonard@subcouncil.com
Edward Finnigan		60 Bellingham St. Chelsea	617-881-1740		
Mark Falzone	State Rep.	State House Boston MA	617-722-2575		Rep.MarkFalzone@state.ma.gov
JEFF COLEMAN	OASIS Development	100 Munroe St. Lynn	781-592-6411		JEFF@OASIS-DEV.COM

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
David Goldsmith		2 Freedom Hollow Salem, MA 01827	978-740-2345		
Stephen Winslow	Mystic Valley Divergent Team	300 Commercial St #272 Salem MA 02148	617-381-7711 x152		
Tim Jenkins	Resident	313 Essex St. Salem MA 01970	978-240-0080	978-740-0075	dephined@aol.com
Debra Burns		d.d. Bedford St "	978-745-1846		
Debra Donahue		12 Beethoven Lane Salem 01970	978-744-7662		
Jim Treadwell	Salem Neighborhood Coalition	36 Felt St Salem	978-744-6080		
Stephen Costa	U.S. Dept of Energy	15 Holly St Salem MA 01970	978-744-6920		
LINDA KITCH		56 HOWARD ST.			



NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

E-mail

Fax

Phone

Address

Organization

Name

Name	Organization	Address	Phone	Fax	E-mail
FR Peter DeSève	EPIC/Lynn		781-587-9399		
David Peltier		12 Roman's Solon			
Thomas Lowthall	New England Bus Training Institute				
Barbara Cleary	Fed. St. Station Reg. An	104 Federal St	978-744-8602-978-748-7485		baulcary@att.net
David M. Hart		104 Federal St. Solon, MA	978-749-0202		david@mcgill.ca
JOHN A OUSINEN	VILLICHAM M/S MAIL LINC INC		33 ST PAUL ST BARNSTABLE 02446		617 277 2550
JACK SUSLAK	43 Magnolia Ave	Lynn Resident / SSC student	781-599-7073		Suslak.GIS@aol.com

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
DONNA COFFEY	JOI CHILONE	26 THORGE RD	LYNN 781-596-1241	596-1916	
JIM COWDREY	CITY OF LYNN	4 WOODLAWN ST LYNN	781-596-1460	-	
ROBERT MORGAN		6 FINE RD	PLYMOUTH 781-531-0349		
JOHN HANCOCK	CITY OF LYNN	CITY HALL			EGH@lynn.ma.gov
TEA NOVOSIELSKY	CITY OF REVERE	53 DEKOR ST REVERE	781-289-7031	781-289-4097	100-100@revere.gov
TOM MCGEE	STATE REP	9 PINE RD LYNN	781-553-3052		
FRED R. MOORE	TOWN OF SAUGUS/APT	6 ELLA STREET SAUGUS	781-233-6247	11	intensiella.riech@att0
MARTIN	LA CANBOMAC	10 GROVE ST WOBURN MA	781-975-7418		

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
JEFF SEBEL		48 MAIN ST. ROCKPORT	978-546-0179	546-5024	jsebel@shawc.net
JAN MCLAUGHLIN-MUNDEHD	MILDEDS CORNER CAFE	45 LEWIS, LYNN	781-575-4600	781-576-8385	MUNDEHD@ATT.BI.NET
RICHARD BARRETT-HEMBERG	MILDEDS CORNER CAFE	45 LEWIS ST. LYNN	"	"	" DEKENDR@ATT.BI.COM
JANE TEAL	LYNN CITY COUNCIL	781-598-4000			
DAN LAUREN	BLOFE 7 Highland Rd	978 546 7208	978 546 5863		DADLA@BCIEA
Jeth Daniel	Revere Journal		781 485-0588		JENDEY@MSN.COM
RICHARD JENDEYSIK	-	3 Hamilton - Salem	978-741-2155		
MARC R ADRIEN	CITIZEN	33 BELLEVUE RD LYNN	781-593-4404		

NORTH SHORE TRANSIT IMPROVEMENTS  
 ENVIRONMENTAL IMPACT STATEMENT  
 PUBLIC SCOPING MEETING

April 4, 2002

Lynn MBTA Parking Garage

Attendance

Please Print

Name	Organization	Address	Phone	Fax	E-mail
GRHAM	THE HAZ CO., INC	33 VERNON ST	NATURAL	781.593.1506	781.596.0180
A. MacMILLAN	AMTRAK	42 MT. PLEASANT ST	ROCKFORD	978-546-2419	
Keady Segel	Segel Sips	48 MAIN ST.	Rockport	<del>978-546-2419</del>	jsegel@shore.n
Alice Segel		48 MAIN ST	Rockport	(978) 546-0179	
J. Ambrose	City of Revere	97 MAIN ST	Revere	781-286-8110	
Regina A. Flynn	City of Salem	62 Washington Square	Salem	978-745-6488	
C. Steve Walsh	Lynnas	14 Soderst.	Lynn	<del>781-599-8926</del>	SWALSH@lyn
Foley Wilbert	Sobran	7 Cedar St.	Sab	617-350-1573	pwilbert@bvp.com
	Neighborhood Assoc.				

**Appendix K**  
**Public Scoping Meeting Transcript**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

VOL. I

PAGES 1-155

COMMONWEALTH OF MASSACHUSETTS

RE: NORTH SHORE TRANSIT IMPROVEMENTS BETWEEN  
REVERE AND SALEM, MASSACHUSETTS  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

\* \* \* \* \*

PUBLIC HEARING

Lynn MBTA Parking Garage  
Lynn, Massachusetts  
Thursday, April 4, 2002  
seven o'clock p.m.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

APPEARANCES:

Massachusetts Bay Transportation  
Authority (by Dennis A. DiZoglio) Transportation  
Building, 10 Park Plaza, Room 5750, Boston  
Massachusetts 02116

Parson, Brinckerhoff, Quade &  
Douglas, Inc. (by Jan P. Okolowicz, PE) One  
Turks Head Place, Suite 512, Providence, Rhode  
Island 02903.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

MR. DIZOGLIO: Good evening.  
Welcome to the North Shore transportation  
improvement draft environmental impact statement  
scoping session.

My name is Dennis DiZoglio, and I'm  
the assistant general manager for planning and  
real estate for the MBTA.

I would like to review with you at  
this point the format for this evening's  
meeting. As many of you know for the last hour  
from six to seven we've had basically like an  
open house where we were showing some of the  
graphics and some of the pictures for the North  
Shore and the areas that we're interested in  
taking a look at and studying.

From seven to about 7:30 we are  
going to do a presentation about the results of  
some analysis that we've done up to this point  
so that you can get a frame of reference as to  
why we're here this evening.

At 7:30 approximately we'll be  
opening it up for comments from the public.  
Because of the large number of people who signed  
up I would like to ask that we try to keep our



1 comments to three minutes at the beginning.

2 And after everybody has had an  
3 opportunity to say something we can open it up  
4 again for a second round for another three  
5 minutes if people would like to do so.

6 But we would like to at least make  
7 sure that those people who want an opportunity  
8 to speak will get an opportunity to do so.

9 I'd like to mention to you that in  
10 some respects a lot of times we like to have  
11 what I call a dialogue where we make some  
12 comments and then we hear from the public and  
13 talk about issues and have a question and answer  
14 period.

15 But the format that we have tonight  
16 doesn't really allow us for that. It will be  
17 more of monologue in that I will be speaking to  
18 you and Jan Okolowicz with the consulting firm  
19 that we've hired will be speaking with you and  
20 try to give you an idea of where we are at.

21 And then we will be listening to  
22 you. So we won't have an opportunity to give  
23 answer if someone has a question.

24 But if you do have questions they

1 are important to us, and we would like to  
2 encourage you to talk with us after the meetin  
3 or if you would like you can talk with the  
4 project manager Steve Woelfel who is right her

5 And if you can't get him tonight y  
6 can reach him at (617) 222-5237, and you can  
7 call him and have your questions answered. We  
8 hope that we'll be able to give you the  
9 information, but, again, because of the format  
10 and the setup we won't be able to answer a lot  
11 of questions this evening in the formal settin  
12 only after the meeting concludes.

13 Another way for you to input into  
14 the process is we have some sheets in the back  
15 where you can write your comments down and giv  
16 them to us so that we'll hear your ideas and  
17 your comments.

18 So if you do not want to speak thi  
19 evening you can write and use that or you can  
20 send us a letter as well to that effect.

21 The dead line for the letter is  
22 April 19. If you would like to speak this  
23 evening we have a sign-up sheet. If you have  
24 signed in please see Regina or Regan so that :

1 can sign in so you can comment this evening.

2 Now, let me run through briefly th  
3 agenda for this evening. We've just completed  
4 the welcome and the introductions. We're goin  
5 to go over the background of the project, an  
6 overview of the federal/state environmental  
7 processes, the purpose and need of this study,  
8 the study area that we're looking at and the  
9 existing conditions that we've found, the  
10 alternatives, the preliminary alternatives tha  
11 we are suggesting that we take a look at, the  
12 schedule of our study, the next step, and then  
13 at the end the open comments for you to give u  
14 some feedback.

15 Now, let me try to give you a  
16 background of where the MBTA is in their  
17 planning process. First, let me tell you that  
18 the MBTA is conducting a number of studies  
19 similar to this in their region.

20 We have 175 communities that we  
21 serve in Eastern Massachusetts. And we have  
22 other environmental impact statement projects  
23 underway.

24 We have one called the Urban Ring.

1 which is the circumferential analysis of  
2 communities in and around Boston to try to  
3 connect the very radial lines that we have goi  
4 into Boston.

5 As many of you people know all the  
6 lines go into Boston and a lot of times you ha  
7 to take a line or commuter rail line or a rapi  
8 transit line into the center and then take  
9 another line out to get to where you want to  
10 go.

11 The Urban Ring concept is one wher  
12 it would intercept folks on the outskirts, say  
13 in the Chelsea area or Everett or Somerville o  
14 Brookline and then you can make a lateral  
15 movement to those lines to try to reduce time.  
16 So we are doing an environmental impact  
17 statement to assess the possibility of doing  
18 that.

19 Another environmental impact  
20 statement we are working on is the connection  
21 North Station's bus station by rail called the  
22 Rail Ring.

23 And believe it or not North Statio  
24 and South Station do not connect today. And

1 there is some advantages to be had if we were  
2 able to drive a train from the north side down  
3 to the south side not to mention the  
4 improvements that would occur because of the  
5 train and the Amtrack going down to Washington  
6 and New York and the like, but just on our  
7 commuter rail service could be improved.

8 We're looking into the impact  
9 associated with such a project. And that brings  
10 us to tonight, which is our third environmental  
11 impact project - the North Shore Corridor.

12 Now, the North Shore Corridor DEIS  
13 as we call it - the draft environmental impact  
14 statement - support that we're working on real  
15 came about as an offshoot from a major  
16 investment study that we began in February of  
17 2001.

18 There was a public meeting held in  
19 Peabody where we kicked off the analysis of a  
20 major investment study of the whole North  
21 Shore - some 32 communities.

22 When we announced that and we  
23 started the public process and we said we are  
24 doing another study here on the North Shore as

1 you can imagine a lot of people said, Oh, no,  
2 not another study.

3 Because as you are probably well  
4 aware the MBTA has done a number of studies up  
5 in the North Shore looking at different ideas  
6 that have come out in the past.

7 There has been discussions about  
8 extending the Wonderland Blue Line service up  
9 Lynn. There has been discussions about  
10 extending it all the way up to Beverly.

11 There has been discussions about a  
12 Wonderland connected to the commuter rail.  
13 There has been discussions of a Coaster Corridor  
14 idea. There has been discussions of a lot of  
15 those things and there has been some studies.

16 But what makes this unique in this  
17 case is two things. One, we felt that to  
18 qualify for federal dollars we needed to do an  
19 alternative analysis.

20 We had looked at projects and look  
21 at the impacts of them. For the federal  
22 government to consider giving their money - A,  
23 did you look at all the different alternatives  
24 that were there and is this the best one.

1                   And so we needed to do an MIS - a  
2                   major investment study - which is an  
3                   alternatives analysis so that we can try to be  
4                   eligible for federal dollars.

5                   The second element that was  
6                   important to us - there was some concern durin  
7                   the other studies that we may not have fully  
8                   addressed all the needs of the North Shore and  
9                   that we needed to have more connection to the  
10                  representatives in the communities of the  
11                  citizens of the North Shore.

12                  So what we did was we created a  
13                  steering committee - a committee made up of a  
14                  variety of different representatives of the  
15                  North Shore to be at the table as the study wa  
16                  being developed so as to ensure that the study  
17                  met what people were hoping for in the  
18                  development.

19                  Now, just to give you an idea of  
20                  representation on that committee we had people  
21                  from education - Salem State was represented,  
22                  had the business community represented with th  
23                  North Shore Chamber of Commerce. We had the  
24                  Essex Natural Heritage area involved. We had

1 labor and union involved, the Brotherhood of  
2 Locomotive Engineers Dan Lauzon who is, in fact,  
3 here this evening.

4 We have had municipalities - Beverly  
5 Gloucester, Lynn, Newburyport, Peabody, Revere  
6 Salem all had representatives. We had Social  
7 Service agencies involved.

8 We had transportation agencies such  
9 as Massport because of our interest in  
10 connecting to the airport. So we also had Cape  
11 Ann - the CATA Group involved.

12 So we tried to get a good group of  
13 folks to give us some feedback as to were we  
14 going in the right direction.

15 With the development of the MIS it  
16 became apparent that there was something  
17 happening that we needed to know where we are  
18 today, and that is we discovered that there was  
19 some large projects that needed to have more  
20 analysis - large products that would require a  
21 lot of federal dollars.

22 And, again, another qualifying  
23 element for federal dollars or qualifying for  
24 them is advancing a project into an



1 environmental impact statement stage.

2 So we wanted to try to get ourselv  
3 eligible for the next wave of federal dollars,  
4 which we hope will be coming about in 2003. S  
5 we wanted this study to be done so that whatev  
6 improvement comes out of this or recommendatio  
7 that Congressman Tierney and Senators Kennedy  
8 and Kerry could take it to Washington and try  
9 get funds for it.

10 So we needed to do this  
11 environmental impact statement. And the other  
12 issue, quite frankly, is that the issues or th  
13 big projects that we identified as possible  
14 solutions or some concerns have a lot of  
15 environmental concerns or problems.

16 And so we thought we needed to do  
17 more analysis than what a major investment stu  
18 would do. We needed to do some environmental  
19 analysis. That's another reason why we are he  
20 today.

21 Now, let me quickly give you an  
22 overview of what the federal environmental  
23 process is all about.

24 The National Environmental Policy

1 Act - NEPA as they call it - is a federal law  
2 which establishes the process by which federal  
3 agencies must study the effects of their  
4 actions.

5 So if the federal government or the  
6 FTA gives us money to do a project they have to  
7 understand what the impact would be on those  
8 expenditures.

9 It also requires a systematic and  
10 interdisciplinary approach in decision making,  
11 which means they are trying to get everybody at  
12 the table to decide what the best decisions are.

13 We had a meeting similar to this  
14 where all the state and federal agencies were  
15 invited to give their feedback into it.. So it  
16 was an opportunity to do a cross-check of where  
17 we are going from here.

18 And the last - intent to ensure that  
19 the environmental consequences are fully  
20 disclosed and that the benefits of the federal  
21 action outweighs any environmental impact.

22 We hope that the study that will be  
23 completed will give us the answer to this  
24 question, because we don't know the answer to

1 that question right now.

2 Now, NEPA has three different ways  
3 of evaluating projects. They can be  
4 categorically excluded because you feel there  
5 no environmental impact. We wouldn't even hav  
6 this meeting if we felt that was the case out  
7 here on the North Shore.

8 The second one is an environmental  
9 assessment where we are not sure whether there  
10 is going to be an environmental impact. So we  
11 do an environmental assessment to see if there  
12 is.

13 If there is then we would have to  
14 an environmental impact statement. And the la  
15 one is to do an environmental impact statement  
16 And we firmly believe that the preliminary  
17 alternatives that we have will have significan  
18 environmental impact, and we need to look at  
19 those now sooner than later.

20 Now, what is the purpose of the  
21 EIS. First of all, it is an information  
22 disclosure device. That's what we're doing he  
23 today is really trying to give more informatio  
24 out there. And what we tried to do last week

1 with the agencies is to get more people inform  
2 of what we're talking about.

3 It is also a problem solving tool  
4 that it gives us an opportunity to look at the  
5 various needs that we have and think of  
6 alternatives to solve that.

7 To solve the problems that we have  
8 we can look at these alternatives. So it help  
9 us decide on what's the best course of action.

10 And the last one is consensus  
11 building on opportunities so that we can make  
12 sure that we are going together in the right  
13 direction and that people are confident that w  
14 are making the right investment.

15 Now, I think at this point it is  
16 important to stress that, first of all, we hav  
17 no preferred alternative right now.

18 We have some preliminary  
19 alternatives that will be discussed with you i  
20 a little while so that you can give us some  
21 feedback on them.

22 We hope that at the end of this  
23 process we will be doing through the process a  
24 alternative analysis, and at the end of the

1 process we will be able to come up with a  
2 preferred alternative - what we call the local  
3 preferred alternative, which will then be the  
4 project that we can then use to go down to  
5 Washington to try to advance this further.

6 But we need this process to really  
7 flush out the issues so that we can make  
8 informed decisions.

9 Now, the purpose of this meeting  
10 tonight and how it fits into the purpose of the  
11 EIS is for you to help us by reacting to the  
12 alternatives that we are proposing - do we have  
13 too many; do we have too few; are there others  
14 that we should consider or also just to hear  
15 your concerns whether positive or negative about  
16 some of the issues that you'll hear tonight.

17 So based on what you tell us tonight  
18 we'll develop the scope, which is the magnitude  
19 or the elements that we will look at in our  
20 environmental impact statement report.

21 Now, the way it works - what is the  
22 EIS process - we have to determine an elite  
23 agency. We have already determined that's the  
24 FTA - the Federal Transit Authority.

1                   We published a notice of intent,  
2                   which we had done I believe March 8. Conducti  
3                   a scoping process. We had the meeting last we  
4                   with the agencies and tonight is the meeting  
5                   with the public.

6                   We have prepared a draft  
7                   environmental impact statement - based on the  
8                   scope that we're going to try to develop after  
9                   this meeting we will prepare an impact  
10                  statement.

11                  We're going to hold public  
12                  meetings. Now, we're required to hold one  
13                  public meeting at the end, but we're going to  
14                  try to do two additional ones. So we're going  
15                  to try to have three public hearings relative  
16                  this project.

17                  We think it is important because c  
18                  the amount of interest that we are having. Th  
19                  steering committee that I mentioned before wil  
20                  continue to work with us during this DEIS.

21                  They meet on a monthly basis, and  
22                  they're meetings are public so that anyone fro  
23                  the public can attend those meetings. And at  
24                  the end of those meetings there is an open

1 comment period for folks to make some comments

2 So there will be a significant  
3 amount of public involvement in this process.  
4 We'll then select a local preferred alternative  
5 as I mentioned before.

6 We'll then prepare a final EIS bas  
7 on that alternative. And then we will go to t  
8 agencies - all the state and federal agencies  
9 and say, Listen, did we get it right; are there  
10 any concerns that we didn't catch while we were  
11 doing this analysis.

12 And then there is a preparation of  
13 record of decision or they call it a ROD, which  
14 will then get us in queue and show the FDA that  
15 we're ready for possible funding.

16 Now, the State of Massachusetts has  
17 a similar environmental process. Maybe you are  
18 more familiar with it than the federal, but it  
19 is called MEPA, which is the Massachusetts  
20 Environmental Protection Act.

21 We've decided at this point not to  
22 do the state version of this process. The  
23 reason why we decided not to do it is that MEI  
24 has been setup, quite frankly, to review the

1 preferred alternative.

2 Their system really is setup to say  
3 Okay. This is your preferred alternative, now  
4 do an environmental impact as to what is going  
5 to happen.

6 It doesn't really set itself up  
7 nicely for an evaluation of a slew of  
8 alternatives and to compare those alternatives  
9 and to prioritize those alternatives.

10 So what we'd like to do is to use  
11 this process to gain a lot of information and  
12 select a preferred alternative and then use all  
13 the information on the preferred alternative to  
14 file what they call an environmental  
15 notification form - an ENF - and then we will  
16 start the state version.

17 So when we are preparing a final  
18 environmental impact statement at the same time  
19 we will be preparing an environmental impact  
20 report for Massachusetts so that we're not doing  
21 one thing without the other one knowing about  
22 it.

23 But this is a planning EIS to get  
24 to a point where we can do a joint Massachusetts



1 and federal environmental process.

2 Now, the reason why we're here  
3 tonight. The purpose of this project is to  
4 really try to improve frequency of transit  
5 service; not so much about going from Salem and  
6 Lynn to Boston but more so going from the Bost  
7 area up to Lynn.

8 And the reason why is that when we  
9 started our major investment study and we  
10 started hearing from the public and the  
11 communities that were represented at the  
12 steering committee we found that the North Sho  
13 was really diverse.

14 We found that from the communities  
15 say, Salem and above there was a feeling that,  
16 first of all, they had great highway access.

17 They had Route 128. There was an  
18 ability to get to their communities. They als  
19 felt as though the commuter rail provided a go  
20 form of transit for their needs.

21 They could get on the train. They  
22 could get to Boston. They liked it. They  
23 said - Maybe I could use a little more  
24 frequency. I could use some express trains.

1 could definitely use some more parking, but fo  
2 the most part the commuter rail did the job fo  
3 us.

4 And if you look at their growth an  
5 their economic development you'll see that the  
6 communities along the northern portion of the  
7 North Shore have done fairly well.

8 I mean you only have to look at th  
9 industrial park in Peabody or the Ferncroft up  
10 in Danvers or the Cummings Park in Beverly and  
11 you'll see that there has been economic  
12 development for the most part stimulated by th  
13 highway network, and it is available.

14 Now, we found though that from the  
15 southern portion from Salem State down that it  
16 was not the same. That for the most part ther  
17 wasn't a 128 that provided good access to Sale  
18 and Lynn.

19 We also found that the transit whi  
20 being a good way of getting into Boston and at  
21 this station right behind us where there is  
22 15-minute headways in the peak time in the  
23 morning but in the afternoon it is over a half  
24 an hour to get a train to come back out this

1 way.

2 And so they didn't provide enough  
3 service. And we found that the economies of  
4 Salem and Lynn were not as strong as those oth  
5 communities because of the 128.

6 So looking at the roadway network,  
7 no major highway service servicing the primary  
8 employment centers. I used to be the planning  
9 director in the City of Peabody.

10 And I remember a long time before  
11 the City of Salem was looking for an extension  
12 or connector road from 128 to Salem. That did  
13 not occur, but that was critical from Salem's  
14 perspective to get access.

15 Very similar to Lynn - when the  
16 Route I-95 was developed there was talk about  
17 bringing it down to Goodwin Circle and the  
18 like. It never occurred.

19 We don't have the kinds of access  
20 128 that those other communities have. The  
21 local roads are older roads. Their level of  
22 service - those are really unacceptable for wh  
23 we are suggesting, which is for more usage of  
24 them - more cars.

1           And if you look at them - if anyone  
2           thinks about it, could you really expand Route  
3           another lane? It is really not possible.

4           So there was those kind of limits of  
5           the road network. The transit access to the  
6           primary employment centers does not meet service  
7           quality of rapid transit.

8           What we mean by that is if you think  
9           of the Blue Line that comes, say, every four to  
10          eight minutes, it creates an opportunity for  
11          people to come to work very quickly and easily

12          However, the current commuter rail  
13          headway on the reverse commute does not support  
14          economic development in that they're too long.

15          Now, that doesn't mean we are not  
16          going to take a look at how we maybe can shorten  
17          those headways, but it is still commuter rail  
18          and commuter rail is not intended to be like a  
19          Blue Line or a Red Line or an Orange Line.

20          And I think that is one of the  
21          reasons why we think that improving transit will  
22          help in that respect.

23          And the last area - continue  
24          reduction of employment. The unemployment rate

1 in Lynn and Salem have been traditionally high  
2 than the state average.

3 In fact, over this last year the  
4 increase in the unemployment rate in  
5 Massachusetts has increased by about .8. At the  
6 same time in Lynn and Salem it has been one and a half  
7 over.

8 So even in this time when everything  
9 is going down and the State's unemployment rate  
10 is going up and the other areas are going up,  
11 but it is still much higher than the other  
12 areas.

13 And some of it we think is because  
14 of this accessibility issue. And so we believe  
15 that we need to improve the overall mobility of  
16 folks so that they can use the reverse commuting  
17 opportunities to get to hopefully jobs in the  
18 Lynn areas as well as the tourist and job  
19 opportunities in Salem.

20 So with that as the purpose and need  
21 I want to turn over to Jan Okolowicz who is with  
22 Parsons, Brinckerhoff - one of the consultants  
23 we have hired to help us to do this study - who  
24 will go over the study area, the alternatives

1 preliminary alternatives I told you about, go  
2 over the existing conditions, some of the issu  
3 that I eluded to as purpose and need.

4 He will tell you some of the  
5 statistics associated with them, and when he's  
6 finished now the monologue goes the other way.  
7 We'll recognize folks, and we'll ask you if yo  
8 could give us your thoughts on this issue.

9 So with that I'd like to turn over  
10 to Jan.

11 MR. OKOLOWICZ: Thank you, Dennis.  
12 The map you saw up there is basically a repeat  
13 of the ones in the room.

14 We have an MIS project that has no  
15 devolved or evolved, if you will, into a small  
16 study area.

17 The MIS incorporated about 32  
18 municipalities - 32 exactly. We now have nine  
19 that we're focusing on for the EIS.

20 What I'd like to go through since  
21 ultimately are a transportation project is the  
22 existing conditions. Dennis eluded to some of  
23 them within the region and why we are  
24 extensively here tonight. And we're going to

1 working with you folks on the EIS over the nex  
2 year or two.

3 The highway network - as Dennis sa  
4 the area we're looking at in terms of both our  
5 MIS and now looking at our EIS project for the  
6 south - for the north we have good access from  
7 Route 128, 95 and Route 1.

8 But to the south we kind of have a  
9 little tilt, if you will, arterial limited  
10 access highways work to the west of the area -  
11 the Saugus, the Lynn, the Marblehead, so forth  
12 Salem areas in which you have in terms of  
13 getting access from the highways into there ar  
14 Route 114, 129, which are basically older,  
15 smaller roads, limited capacity.

16 And in order to access from those  
17 limited access highways you basically are  
18 draining traffic in the area. It doesn't work  
19 very well.

20 Also within the area you have a  
21 north/south axial, if you will, in 1A, Route  
22 107. Those are typically narrow highways and  
23 when you drive them as Dennis indicated you ar  
24 not going to widen them.

1                   If you widen them you are basically  
2 taking away from the communities that have grown  
3 up around them.

4                   So in terms of what we can do with  
5 blazing new trails for highways we are kind of  
6 limited, which is why in terms of other transi  
7 options the MBTA is looking at what it can do  
8 with its system and changes and additions to it

9                   Commuter rail network from North  
10 Station up to the two branches in the  
11 Newburyport and North Station route is about 3  
12 miles long. The other branch extending out to  
13 Rockport.

14                   The T runs about 60 trains a day -  
15 30 inbound, 30 outbound. That line carries  
16 about 18,000 passengers a day. Over the last  
17 five years it has exhibited about a 10 percent  
18 annual growth rate in ridership.

19                   The last big project up here was the  
20 1997 restoration of service between Ipswich and  
21 Newburyport.

22                   The commuter rail does what it does  
23 very well, but as Dennis also indicated it runs  
24 with certain perimeters in terms of headways and



1 scheduling.

2 As the T now runs the commuter rail  
3 system - not just this line but all of them -  
4 is what we call a focus service. A lot of its  
5 design is to get people from the suburbs into  
6 Boston in the morning, get them back home at  
7 night.

8 The signature footprint, if you  
9 will, of the stations tends to be the parking  
10 facilities. It does that very well, but it is  
11 not structured to do some other things that are  
12 typically associated with the rapid transit  
13 line, if you will.

14 And in the lower portion of our  
15 study area, obviously, we have the Blue Line  
16 about five and a half miles between Government  
17 Center, Bowden and Wonderland.

18 It carries about, I believe, 57,000  
19 riders a day. It is partially constrained right  
20 now in terms of adding riders because of the  
21 fact that there is only so many cars, and we're  
22 still running four-car trains out there.

23 Platform lengthening to handle six  
24 cars and procurement of a new set of about 92

1 cars so we can run six-car trains is now in th  
2 works.

3 And the T basically apart from wha  
4 we're talking about in terms of the potential  
5 alternatives from here on out the T has alread  
6 committed about 400 million dollars - slightly  
7 more than that in capital improvements to the  
8 Blue Line just in terms of the station work an  
9 the car procurement.

10 Another issue for the EIS area is  
11 the population - where are the people continui  
12 to live. And you see the colors here in terms  
13 of darker are the more dense populated areas.

14 I've broken down in terms of traff  
15 analysis zones. These are not neighborhoods o  
16 municipalities particularly, but they are brok  
17 down based on the traffic zones that we use fo  
18 ridership forecasting and so forth.

19 But you can see concentrations in  
20 Lynn as well as Chelsea, Everett and also into  
21 Salem - some of the historic municipalities  
22 people continue to live there; however, bear  
23 this in mind while I jump to the next one this  
24 is where the employment is growing.

1                   As Dennis indicated farther north  
2                   have the 95, 128 corridor and good access, thus  
3                   the larger employers are located out on those  
4                   highways.

5                   And the areas farther in where  
6                   transportation access is somewhat constrained  
7                   comparison we're seeing not equal growth in  
8                   terms of employment and the issue partially to  
9                   be resolved in terms of improved transportation  
10                  in those areas.

11                  The federal Transit Administration  
12                  and MBTA will also be looking at the markets to  
13                  be served. One of the issues we look at is  
14                  where the minority populations - Chelsea - the  
15                  are just percentages of total population of  
16                  minority - Chelsea 61 percent, Lynn 38 percent  
17                  Revere 21 percent, Salem 18 percent - again,  
18                  typically residing in some of the older more  
19                  established communities.

20                  As Dennis also alluded to I believe  
21                  the Commonwealth's unemployment rate right now  
22                  is about 3.2 percent, but you have 4.6 percent  
23                  unemployment in Chelsea, Lynn 4.3 percent,  
24                  Revere 3.7, Salem 3.5.

1                   So all these areas, again, are  
2                   tranning above the Commonwealth average. And w  
3                   think that these represent opportunities,  
4                   issues, challenges, if you will, for  
5                   transportation and transit, in particular, to  
6                   serve and address.

7                   The EIS process as prescribed or  
8                   proscribed, if you will, by the Federal Transit  
9                   Administration and the whole NEPA process - we  
10                  look at a set of alternatives, basically start  
11                  comparing with each other and against the  
12                  baseline.

13                  We have what we call a no action -  
14                  basically is no additional alternatives beyond  
15                  those already identified on the regional  
16                  transportation plan.

17                  Transportation system management  
18                  basically comes into your baseline against which  
19                  you actions can be compared in terms of cost o  
20                  ridership and so forth.

21                  Transportation system management -  
22                  how do we take the existing system and make it  
23                  work better or adjust it without major capital  
24                  investments that have major impacts, if you

1 will.

2 And then what is typically termed  
3 field alternatives and what we would like to  
4 share with you tonight as we go through this a  
5 some folks who were up with me at the beginnin  
6 of the session looking at the boards here - we  
7 have ideas in term of alternatives.

8 We're here tonight to listen to  
9 other suggestions. These are basically  
10 concepts. At this point we have not done much  
11 engineering or that type of detail look at it,  
12 but we think just in terms of concepts these  
13 build alternatives that - we would just like t  
14 run through them and at least raise the issues  
15 and highlight some of the issues that we're  
16 going to deal with as other alternatives may  
17 come along in terms of impacts, operations,  
18 .. environmental and so forth.

19 As I said, no action within the  
20 existing regional plan. That is our baseline.  
21 And when we compare ridership and so forth it  
22 against that no action baseline line typically

23 Transportation system management -  
24 what can we do with the existing system, make

1           serve better and operate better and provide  
2           better transportation.

3                     One issue that Dennis eluded to is  
4           the commuter rail. We don't have maybe as  
5           frequent headways as we'd like in off peak  
6           hours - the middle of the day and evening.

7                     How do we maybe change some of the  
8           focus of that, offer more trips outbound in the  
9           morning, inbound in the evening or reverse the  
10          commute market, if you will.

11                    The T continually looks at its bus  
12          operations, surface operations, if you will, in  
13          terms of adjustments, the headways, how it dea  
14          with on-street operating conditions, express  
15          buses and so forth, what development  
16          opportunities may be warrant extended bus  
17          services, extended bus hours.

18                    I think, you know, if you look at  
19          the Night Owl Service, which has been a  
20          spectacular success, and that was basically bu  
21          service covered for rapid transit in the  
22          evening.

23                    So there are a lot of things you c  
24          do without maybe spending major dollars and ha

1 some significant impact. And we call that  
2 transportation system management.

3 We're open to suggestions, again,  
4 to what some of those alternatives or actions  
5 might be.

6 The so-called build alternatives,  
7 and, again, at this point we are talking  
8 concepts here, but we would just like to run  
9 through them because in terms of looking at the  
10 corridors and some of the operation issues I  
11 think they are illustrative of what other  
12 actions may be needed and other impacts that  
13 made it through the different alternatives.

14 But we are, first of all, looking  
15 between Revere and Salem the first piece being  
16 between Revere and Lynn - and more detailed maps  
17 on the board.

18 But from the vicinity of the present  
19 Wonderland terminal Blue Line extending south  
20 Boston - this being the commuter rail - the main  
21 line that goes to Newburyport service - what can  
22 we do to extend rapid transit type service.

23 And rapid transit to us means it is  
24 on its own right of way. It is not trying to

1 make its way through mixed traffic, if you will  
2 on public streets.

3 It typically has high-level  
4 passenger platforms which speeds up passenger  
5 loading and accessibility and so forth and meet  
6 the American's with Disabilities Act  
7 requirements.

8 How do you get up there? Well, just  
9 looking at what's out there - you have the  
10 commuter rail right of way. There is something  
11 called the Old Narrow Gauge Alignment, which  
12 represents a railroad right of way, which  
13 essentially ran all the way from East Boston  
14 Waterfront up into Lynn.

15 The line was abandoned, I believe,  
16 in 1940, 1941. It was privately owned. Those  
17 who have preceded us in the Mass. transit  
18 industry wisely at least in the mid 1940s  
19 purchased the right-of-way from Day Square all  
20 the way up to Wonderland, and that's where you  
21 Blue Line runs today.

22 They did not, however, purchase  
23 anything north of there, so this right of way  
24 extends, and you can kind of see it. There is



1 power lines on it.

2 It is not owned by the Commonwealth  
3 at this point, so it represents a right of way  
4 that would have to be purchased or somehow  
5 acquired if we were to use it.

6 Coming out of Wonderland essential  
7 you can transition across 1A and look at comin  
8 up the commuter rail right of way. From our  
9 perspective in terms of how we would approach  
10 this we would not - and Dennis indicated, agai  
11 the folks north of Salem, Beverly up to  
12 Newburyport, Rockport like the commuter rail  
13 service.

14 And we're consciously trying to no  
15 do anything in terms of alternative developmen  
16 that would take away from that service.

17 So we would possibly run a transit  
18 type - a rapid transit type of service adjacen  
19 to that commuter rail line - not replace it bu  
20 put it adjacent to it - run it up through what  
21 obviously, are some flow title lands, wetlands  
22 and so forth all the way heading up into the  
23 Saugus River area.

24 As an alternative to that we have

1 parallel corridor here in the Narrow Gauge right  
2 of way, which, again, gets into the issue of  
3 some wetlands and flood plane and so forth as  
4 well as some abutting property in that  
5 neighborhood particularly in the Point of Pine  
6 area.

7 If it is not environmentally  
8 sensitive something is probably built on it, so  
9 we're kind of walking a tight rope between the  
10 old residential properties that have developed  
11 as well as environmental areas.

12 The critical issue is how we cross  
13 the Saugus River. I said we are doing rapid  
14 transit type of service. The commuter rail  
15 presently crosses on a opening bridge to allow  
16 river traffic to pass through, but they are  
17 running maybe at best 20-minute headways.

18 And when you are running a transit  
19 service every four minutes and a train each wa  
20 at every four minutes opening bridges don't  
21 work.

22 So we would be looking at either  
23 tunneling or a fixed stand, which we call a  
24 bridge, that would go across the river - clear

1. the river traffic to allow uninterrupted  
2. service.

3.           Again, rapid transit at that point  
4. is different than what the commuter rail can do  
5. at least in its present configuration.

6.           The whole area from the marsh up to  
7. the Pines River and the Saugus River - if we  
8. were to build along the commuter rail right of  
9. way and right into it we are talking somewhere  
10. about a two-mile stretch, and the footprint in  
11. the wetland is a sensitive area, is something  
12. like 10 acres to do that.

13.           Could be filled embankment next to  
14. the commuter rail. It could be a tressle  
15. structure just built in there and not filling,  
16. but it represents a kind of significant  
17. environmental challenge to go that route.

18.           And as I indicated also there are  
19. similar, if not equated, massive environmental  
20. impacts going and potential impacts going along  
21. the Narrow Gauge right of way as well.

22.           This is the GE Plant above the  
23. Saugus River. The T has a stop there right now  
24. for commuter rail - a couple of trains stop

1 there a day.

2 The Narrow Gauge right of way would  
3 rejoin the Eastern Route Main Line just to the  
4 north of the GE Plant as we are conceptualizing  
5 it now. Those are just basically alternative  
6 alignments, if you will.

7 Once you cross the Saugus River -  
8 and some of you folks may have seen some of the  
9 photos we have scrolling through here - we are  
10 the beneficiaries of the folks who owned the

11 Boston and Main Railroad shortly after the turn  
12 of the century, because the right of way from  
13 all the way up through Lynn is grade separated

14 We're on an embankment right outside  
15 here at the station. It was built for four  
16 tracks. The railroad at the time had some  
17 grandiose plans to have four tracks local and  
18 express tracks into Boston. Electrified it was  
19 going to look very much like New York City.

20 Circumstances prevailed and that  
21 didn't happen, but we are blessed today with a  
22 grade separated right of way into and through  
23 downtown Lynn, which can accommodate four  
24 tracks.

1                   Two tracks are being used now for  
2 commuter rail service, but there is ample space  
3 to get two more tracks and two more right of  
4 ways, if you will, for some type of transit  
5 service through there.

6                   Moving beyond Lynn to Salem as you  
7 head up towards Swampscott the right of way  
8 begins to narrow again in terms of building on  
9 or along it. We, again, have issues of do we  
10 take property, do we start blasting away and s  
11 forth.

12                   Those of you familiar with  
13 Swampscott Station know there are two tracks  
14 through there, and once you get north of there  
15 you get into some rock cuts and properties and  
16 so forth. And you basically retain that  
17 configuration all the way up into Salem.

18                   A couple of points - in Salem about  
19 a half a mile south of the present station on  
20 the north river there was a tunnel which was  
21 built in the 1950s. It is a single-track  
22 railroad tunnel.

23                   The commuter rail operates on a  
24 single track through there, and that is very

1 resourceful in how they operate their schedule  
2 and make station stops.

3 So it works for them, and it works  
4 when you are running 20, 30 minute headways at  
5 the most for your train.

6 Try to run a Blue Line type of  
7 service or some type of frequent four or  
8 five-minute headway rapid transit service, tha  
9 becomes a serious problem in terms of just  
10 moving the equipment through there and having  
11 schedule reliability.

12 So one of the issues for looking a  
13 rapid transit up to Salem is do we actually ge  
14 it all the way through that existing tunnel  
15 Downtown - probably not.

16 Do we terminate south of the tunne  
17 where the tunnel portal on the southend is abc  
18 a half a mile from the Salem Station up on the  
19 North River.

20 You can do it. It is a little bit  
21 of a walk maybe in terms of where the station  
22 now, but that's an issue that needs to be  
23 addressed. We don't have an answer right now,  
24 but it is just another issue out there that

1 needs to be looked at.

2 One opportunity that we've looked  
3 and I know I discussed it at length with some  
4 folks earlier this evening - down in the  
5 vicinity of Wonderland Station the city of  
6 Revere is looking at what we call Transit  
7 oriented Development, development within the  
8 vicinity of the parking lot and so forth which  
9 are immediately west of 1A - what can we do to  
10 make better use of that land, make it somehow  
11 tied in better with transit services that are  
12 offered now and could be offered in the future  
13 pedestrian friendly, if you will, and so forth

14 There may be an opportunity to put  
15 commuter rail station in there on the Eastern  
16 Main Line. As I indicated earlier in some of  
17 the earlier slides you can also make the  
18 transition maybe from Wonderland Station throu  
19 this parcel and tie it altogether.

20 Federal Transit Administration is  
21 very supportive of agencies that can work with  
22 municipalities and private developers in terms  
23 of transit oriented development.

24 It helps basically re-enforce the

1 transit investments that are being made to the  
2 extent that you can get participation of the  
3 municipalities and developers and so forth in  
4 building the infrastructure, if you will, to  
5 support transit and economic developments that  
6 accrues to it kind of a win/win gain, if you  
7 will, for all three parties.

8 We are looking for opportunities  
9 throughout the EIS process for folks to come  
10 forward with ideas like that and opportunities  
11 that we can flush out.

12 Dennis indicated that we were  
13 basically moving pretty aggressively with the  
14 EIS process in terms of the schedule recognizing  
15 that the re-authorization that's coming up  
16 within the next year or so for the Federal  
17 Transportation Program.

18 It is presently called T21. In its  
19 old guide a few years ago it was Ice Tea. We  
20 don't know what the new version is, but we're  
21 trying to move this process far enough along so  
22 that come next spring the Commonwealth and its  
23 congressional delegation will have at least the  
24 sense in terms of what the Revere, Salem trans



1 corridor project would look like and what it  
2 would cost and what are the environmental issu  
3 and so forth that need to be mitigated, design  
4 and resolved.

5 To that end I would say speaking  
6 from personal experience on other projects wit  
7 the T the T is to be credited with the FDA for  
8 moving very quickly to getting us here where w  
9 are tonight.

10 The whole scoping process basicall  
11 with working with the FDA has come to fruition  
12 in two and a half months of work between the T  
13 and the FDA.

14 As Dennis indicated April 19 the  
15 comment period will close, but what I'm lookin  
16 at right now from our perspective is about a  
17 year from now - March into April of 2003. At  
18 that point we would hope to have a draft  
19 environmental impact statement available for  
20 circulation.

21 And that will basically represent  
22 the culmination of the ideas that we receive  
23 tonight and that we received last week over at  
24 the Volpe Center and we will be receiving up

1 into the next couple of weeks.

2 With that fact-finding and data  
3 gathering then our process working with folks  
4 and the FDA to look at what the issues are, how  
5 they can be solved, what subjects are germane  
6 the Revere/Salem corridor and what other  
7 subjects might be also looked at in terms of the  
8 larger MIS project will also be going on.

9 We are not doing - those of you  
10 familiar with the EIS process - we are not doing  
11 what is called preliminary engineering to get  
12 to this point.

13 We are looking at the engineering  
14 and operational aspects of what we know the  
15 critical areas - i.e., Saugus River, Pines  
16 River, wetlands and so forth - operational  
17 impact on the existing system.

18 I described it maybe as expeditious  
19 but also judicious engineering. So the T will  
20 have the benefit of that information as well  
21 the first pass, which we hope is a reasonable  
22 cost estimate so we know at the end of the day  
23 what this project will cost in terms of the T  
24 revenue sources and what the Federal Transit

1 will hopefully be contributing as well.

2 There is a reason why we keep that  
3 up to date. And that's one of the reasons.

4 There will be public meetings  
5 throughout. We also have the MIS process going  
6 underway with our steering committee. We expect  
7 that those meetings will continue monthly. They  
8 are open to the public.

9 It will be discussing both the DEIS  
10 and the MIS processes as they are going on at  
11 those meetings. There will also be public  
12 meetings just to deal in terms of information  
13 and input basis for the EIS that we will  
14 schedule as we go along.

15 Our next step is to basically take  
16 all the comments and suggestions that come in  
17 April 19 and sit down with the T and say, Okay  
18 Now, we have to address them and where are we  
19 headed. So we have a lot to do in April, May  
20 this year.

21 Then we move to basically get into  
22 what we call the nuts and bolts of the EIS  
23 preparation - what are the issues; how do you  
24 mitigate; how do you at least for a conceptual

1 level start designing and working; what is  
2 feasible and what ultimately may prove to be n  
3 feasible.

4 As I said, hopefully a year from n  
5 we can stand here before you and have a draft  
6 EIS ready for circulation, have a lot more  
7 answers, and, hopefully, when I leave here  
8 tonight and the next couple of weeks we'll hav  
9 a lot more input from you folks in terms of wh  
10 we should be looking at and so forth.

11 Anything else, Dennis? If not we'  
12 start with the comments. I guess Dennis will  
13 chair that.

14 MR. DIZOGLIO: Thank you, Jan.

15 As you may have noticed we have a  
16 transcriber. So when I call your name I would  
17 like to have you state your name and address f  
18 the record so she can record it.

19 As I said in the very beginning,  
20 because of the large amount of people who have  
21 signed up this evening I would like to limit  
22 people's comments to three minutes.

23 I will raise my hand when the thre  
24 minutes are up so that you'll know. And, aga:

1 at the end of taking everyone's comments we will  
2 stay here, and if someone would like to come up  
3 for another three minutes they are more than  
4 welcome to do so so that we can make sure people  
5 get their opportunity to give us their ideas.

6 So with that as the ground rules I  
7 would like to call State Representative and  
8 Senator Elect Thomas McGee.

9 MR. MCGEE: Thank you very much.  
10 I'm glad to be here tonight. I am Tom McGee.  
11 I live at 9 Pine Road in Lynn.

12 And I was glad to hear some of the  
13 testimony earlier related to some of the issues  
14 that we've been talking about for a long time,  
15 which relates not only to, I think, what the  
16 Blue Line will mean for Lynn, but what the Blue  
17 Line will mean for the whole North Shore - Salem  
18 and beyond.

19 It's not just about connecting the  
20 Blue Line beyond Salem, it is about connecting  
21 all of the North Shore and all of Essex County  
22 together into Boston and to Lynn and to make a  
23 difference for all of our lives.

24 As I had a chance to campaign over

1 the last 12 weeks I talked to people throughout  
2 the first Essex District. The No. 1 priority -  
3 we talked about education and healthcare, but I  
4 can tell you transportation was what people were  
5 talking about.

6 The lack of transportation - the  
7 lack of real transportation and access and  
8 availability for this area. It's a tremendous  
9 problem. It continues to be a tremendous  
10 problem.

11 And to have this access we need to  
12 bring the Blue Line into Lynn and out to Salem.  
13 It is going to make a huge difference to this  
14 whole area.

15 And I'm glad to see that during the  
16 study it's not just about ridership. It's about  
17 what this will mean for this whole area. It  
18 really is. It's a whole vision of what the Blue  
19 Line expansion - what rapid transit expansion  
20 will mean for Revere, for Lynn, for Swampscott,  
21 for Marblehead and Salem, and I think just as  
22 importantly for Newburyport and Gloucester and  
23 Amesbury.

24 We will have a connection to Logan

1 Airport, a connection to Downtown Boston. We  
2 also have an ability for economic development  
3 the Lynn area that in my opinion rivals any th  
4 we've seen on any length on any line in the  
5 whole Greater Boston area.

6 When you talk about what is  
7 happening in Davis Square I think you can see  
8 that happening in the Lynn area and to some  
9 degrees in Salem in a much greater way than  
10 what's happening over in Davis Square.

11 We have many more resources here.  
12 We have a great opportunity for expanded  
13 tourism. The historic connections that we all  
14 share really lend itself to a real connection,  
15 and that connection has to be through rapid  
16 transit.

17 As you stated earlier it is not  
18 going to be through a roadway coming through  
19 here. It is not going to be through expansion  
20 of Route 1 and 128. It is going to be through  
21 rapid transit with four-minute headways back a  
22 forth.

23 I'll just leave you with one  
24 example, and I think I talked about this

1 earlier - my wife and I were down the Cape a  
2 couple of years ago talking to a couple from  
3 Michigan that was staying in Boston.

4 And they wanted to know an easy way  
5 to get up to Salem so that they could travel  
6 there and see the tourist spots in Salem.

7 And in reality there was no easy way  
8 for me to tell them to get there. Sure they  
9 could go over to the commuter rail and wait for  
10 the train.

11 But if there was an easy access to  
12 Blue Line through Lynn up to Salem they could  
13 have got on the Blue Line right up the street  
14 from the hotel they were staying at and gone to  
15 Salem, spent the day in Salem, went to the  
16 restaurants, got a real view of how beautiful  
17 this whole area is and headed back to Michigan  
18 to tell people what a great opportunity it is  
19 to come to the North Shore and visit and spend time  
20 here.

21 So there is a whole opportunity here  
22 that we've been talking about in this area for  
23 long time. The residents, the business  
24 community and as we've seen a gathering of



1 people over the last six or seven months on  
2 issues that we face on the North Shore this  
3 issue continues to resinate with people in the  
4 greater Lynn area and really all the way up to  
5 the greater reaches of the North Shore.

6 So I really urge you to continue to  
7 look at this and make sure that we can make this  
8 a reality. That we can get this Blue Line to  
9 Lynn. And I can tell you we are going to see  
10 tremendous results for everybody in this area.

11 And I just want to thank you for  
12 being here and hope you continue to find a way  
13 to make this a reality.

14 Thank you very much.

15 MR. DIZOGLIO: Thank you.

16 State Representative Mark Falzone.

17 MR. FALZONE: Thank you very much,  
18 Dennis. I will be very, very brief in my  
19 comment.

20 I know there is a lot of people that  
21 would like to testify today, but I would like  
22 echo the comments of Senator Elect McGee.

23 Certainly a couple of things I  
24 wanted to mention - transportation equals

1 economic opportunity.

2 And I think that in your  
3 presentation that you gave here really  
4 illustrated that in the unemployment figures f  
5 Lynn and for Salem and how this really makes  
6 this even more crucial that we have the Blue  
7 Line to Lynn.

8 Transportation equals economic  
9 opportunity. And I represent Lynn, Lynnfield,  
10 Saugus and Wakefield in the House of  
11 Representatives. And certainly as Senator Ele  
12 McGee just said the people of Greater Lynn are  
13 all in favor of this and certainly we are as  
14 well and we would love to see you consider and  
15 implement Blue Line to Lynn.

16 Thank you very much.

17 MR. DIZOGLIO: Thank you.

18 State Representative Douglas  
19 Peterson.

20 MR. PETERSON: Thank you very much  
21 I certainly welcome you coming here, and I'm  
22 going to take a slightly different tactic than  
23 my colleague.

24 I just hope this is not - as in th

1 immortal words of Yogi Berra - deja vu all over  
2 again.

3 I have represented the communities  
4 of Marblehead, Swampscott and now two precincts  
5 in Lynn for about 11 years.

6 And I can't tell you how many  
7 endless meetings we have had regarding the  
8 transportation needs of this area.

9 So I guess to be very brief - if  
10 this is a heartfelt and serious attempt to  
11 really do what you know is needed in this area  
12 commend you, but, please, don't tease us.

13 Thank you.

14 MR. DIZOGLIO: Thank you.

15 Representative Robert Fenell was  
16 here but he had to leave, but he did want to  
17 send his regards.

18 Mayor Clancy.

19 MR. CLANCY: Good evening. I would  
20 like to begin by thanking Dennis and the rest  
21 of the MBTA staff.

22 Representative Peterson has some 1  
23 years of perspective on this, and I probably  
24 have 40.

1                   In all of those years first as a  
2 city Councillor, a state representative, state  
3 senator, private citizen, mayor - I've never  
4 seen or experienced the level of cooperation  
5 that Mr. DiZoglio has brought to this project.

6                   Maybe as a former municipal official  
7 himself he understands and I think in his  
8 presentation he hit on two or three very  
9 important points.

10                   So I thank you for this fresh  
11 attitude - this new spirit, which I think is  
12 critical to going forward.

13                   Two points - two uncontrovertible  
14 facts - the City of Lynn allowed a catastrophical  
15 mistake to happen when a small vocal minority  
16 denied Lynn the connection to the economic  
17 riches that you set out on that map earlier.

18                   The second one is that the North  
19 Shore has been the poor step system of this  
20 state in terms of MBTA expansion over the last  
21 40 years.

22                   The Orange Line, the Green Line, the  
23 Red Line have all expanded and extended their  
24 spokes out whether it is to Quincy or

1 Somerville.

2 And everywhere they have gone  
3 economic prosperity has followed. On those tw  
4 facts nothing can be done to address the  
5 former.

6 The highway system is never going  
7 change or be expanded. The second very  
8 different. Lynn needs this.

9 Why should Lynn be afforded this  
10 particular access? It is the largest city on  
11 the North Shore - and, of course, I'm includin  
12 Salem as part of this.

13 It serves the largest immigrant  
14 population on the North Shore. And many of th  
15 immigrant population is a poorer economic  
16 status.

17 And to those people transportation  
18 access is not a luxury. This project - and I  
19 can't stress this strong enough - this project  
20 is not a luxury for Lynn. We need it.

21 In those public roles that I have  
22 served in and been so fortunate and so honored  
23 over the past 25 or more years now I have beer  
24 to hundreds of meetings with - you'll hear lat

1 from our Chamber for Commerce people.

2 The one thing that croaks us every  
3 time over and over again is how do you get in  
4 and out of here.

5 So I say that with trying to bring  
6 some perspective and, also, again that second  
7 fact - that the North Shore has been  
8 overlooked. This has to end.

9 This is critical to Lynn's economi  
10 future. And even more than just dollars and  
11 cents it will provide a whole new opening - a  
12 whole new dawning of a new era in this  
13 community, which is a great community which ha  
14 done so much and doesn't get nearly the credit  
15 it deserves for all of the wonderful things an  
16 opportunities it provides to so many people.

17 But, again, I'm going to close  
18 thanking you for being here and, again, trying  
19 to stress - we need three or four - three or  
20 four on that.

21 We don't want any people movers or  
22 other things. That isn't going to solve where  
23 we are going.

24 I know one provides some

1 environmental issues. The other may bring some  
2 other complicated matters along the straight  
3 through on Wonderland, but we need three or  
4 four.

5 And I thank you. And I don't want  
6 to go over my time, but it is so critical to our  
7 future and entwined with that the City of Salem

8 Thank you and good health.

9 MR. DIZOGLIO: Thank you very much  
10 While he didn't sign in - I saw  
11 him - Mayor Ambrosino - you are here. I didn't  
12 know if you wanted to say anything.

13 MR. AMBROSINO: Well, I'll just say  
14 a few words. Thank You, Dennis. I will be  
15 brief.

16 I do want to say for those that are  
17 here from Lynn and Salem that conceptually the  
18 City of Revere does support the expansion of the  
19 Blue Line beyond Revere to areas on the North  
20 Shore.

21 We do that somewhat selfishly. We  
22 feel as though by expanding the Blue Line beyond  
23 Revere it will stop us from being really the  
24 parking lot of the North Shore, and that's

1 something that we're really interested in  
2 removing as part of our designation.

3 However, I say that with a couple  
4 caveats. We are, one, concerned about  
5 maintaining all of the MBTA stations that exist  
6 in Revere.

7 So we would oppose any plan that  
8 would eliminate Wonderland or eliminate Revere  
9 Beach Station.

10 Second, we are very interested as  
11 part of this process of having a commuter rail  
12 stop in the Wonderland area and would expect  
13 that to be part and parcel of any proposed  
14 plan.

15 And, third, I will say that Revere  
16 as a city would oppose alternative three, which  
17 is use of the Old Narrow Gauge, because the  
18 impact on our neighborhoods would just be too  
19 severe.

20 So we would rally behind alternative  
21 four - using the commuter rail line - expanding  
22 that or whatever engineering would be necessary.

23 Under those caveats we would  
24 certainly support the efforts of Lynn and Sale



1 to expand the Blue Line.

2 Although, I would close by saying  
3 sort of with tongue and cheek to my friends in  
4 Salem and Lynn - having done battle with the  
5 MBTA's Blue Line over parking lots, maintenance  
6 and noise for the last 10 years or so that I've  
7 been in city government - be careful what you  
8 wish for.

9 MR. DIZOGLIO: Thank you, Mayor, I  
10 think.

11 Mike Bencol of the Salem City  
12 Council.

13 MR. BENCOL: Thank you very much.

14 My name is Mike Bencol. Salem is  
15 the parking lot for the North Shore, and the  
16 MBTA is going to expand that to a 1,200 car  
17 parking garage, which I would ask that in this  
18 study some things take place.

19 One of that is to look at the impact  
20 at 114. Anybody who tries to drive on Route 1  
21 you will know that you can't get from point A  
22 point B.

23 The Blue Line will add significant  
24 more traffic onto that roadway. We need to fi

1 out what that impact is going to be before - a  
2 far as I'm concerned - we can support this  
3 project.

4 The study also needs to find where  
5 these commuters are coming from - not where th  
6 are going to - once they get on the train what  
7 communities are they coming from.

8 Currently I don't believe there is  
9 any plan to do that. We needed to find out ar  
10 they coming to Salem from Peabody, Danvers and  
11 what impact that is going to have once the Blu  
12 Line is extended.

13 Thank you very much.

14 MR. DIZOGLIO: Thank you.

15 Jim Cowdell from the Lynn City  
16 Council.

17 MR. COWDELL: Thank you. It is  
18 Cowdell - lifelong Lynn resident. I live at 4  
19 Woodlawn Street. I am the president of the Ly  
20 City Council.

21 I was first elected in 1987, and  
22 I've served since then. And as State Senator  
23 Elect McGee referred to Lynn and everything th  
24 we have to offer - Lynn is a great city.

1                   On one side we have the Atlantic  
2                   Ocean. On the other side we have the Lynnwood  
3                   Reservation and in between we have neighborhood  
4                   made up of hard-working men and women and their  
5                   families.

6                   I think we have a lot to offer. A  
7                   I remember the Downtown - as a kid we used to  
8                   down there every Saturday and how packed it was  
9                   with all the businesses and the industries that  
10                  we had.

11                  And since that time there has been  
12                  many plans to revitalize our Downtown. And I  
13                  think it has been met with limited success and  
14                  nobody's fault, but the Achilles' heel that we  
15                  have in our city is access in and out of the  
16                  City of Lynn.

17                  So tonight I came down here - and  
18                  I'll keep my comments very brief - to support  
19                  the extension of the Blue Line for that very  
20                  reason.

21                  I think that Lynn desperately needs  
22                  it. I think it will do two things - I think  
23                  will certainly expand our tax base in the City  
24                  of Lynn.

1                   And, secondly, and you referred to  
2                   it, and I'm so glad you did - the unemployment  
3                   rate. I think it will have a positive impact  
4                   our employment here in City of Lynn.

5                   So whatever we can do - and since  
6                   can remember this idea has been proposed. And  
7                   it seems like it is a dream. Whatever we can  
8                   do - you have the mayor, the state senator, th  
9                   state representatives, the city council - we a  
10                  support this idea.

11                  Whatever we can do we will make it  
12                  happen. So on that I support either alternati  
13                  three or four. And thank you so much for comi  
14                  here tonight.

15                  MR. DIZOGLIO: Thank you,  
16                  Councillor.

17                  Deborah Smith-Walsh, Lynn City  
18                  Council.

19                  MS. WALSH: Thank you very much fo  
20                  coming tonight. I really appreciate it.  
21                  Deborah Smith-Walsh, 16 Coolidge Road, Lynn,  
22                  Member of the Lynn City Council, Councillor at  
23                  Large.

24                  I'm going to give you a little bit

1 of history of the City of Lynn, because I do  
2 feel one of our finest spokespersons happens to  
3 be on vacation in Florida and is not able to  
4 attend tonight.

5 And that's Mr. Tom Costin, who you  
6 have all meet with for many, many years. In  
7 fact, the first time - one of the very first  
8 Blue Line meetings I ever went to many, many  
9 years ago Tom mentioned that the Blue Line has  
10 been under study since 1947.

11 I don't want anybody to count but  
12 that was the year I was born. So let's hope  
13 that we're not back here many years from now  
14 still asking for the same things.

15 Just prior to World War II the  
16 Narrow Gauge, which was initially known as the  
17 Lynn/Revere and East Boston Railroad, was  
18 discontinued from Wonderland in Revere to Lynn  
19 because of the lack of automobiles and gasoline  
20 during World War II.

21 Had the line existed for just a few  
22 more years it would probably still be running  
23 today.

24 As all of us know it is not running

1           today. Yet the need is as strong now as it was  
2           during World War II for public transportation  
3           the city.

4                         Since Governor Sargent in 1972  
5           stopped the inner belt and other highways  
6           throughout the Greater Boston Region there has  
7           been a strong emphasis on public  
8           transportation - the Orange Line southwest  
9           replaced Route 95 south.

10                        The Red Line Northwest replaced  
11           Route 2 in the inner belt. The Orange Line  
12           north took up some of the slack from Route 95  
13           north.

14                        Prior to the straight expansion  
15           Quincy received a Red Line South, which was  
16           later extended to Braintree to reduce the burden  
17           on what was to be Route 95 and later became  
18           Route 93.

19                        The irony here is I've had to take  
20           my car and drive to Revere, yet, from Revere I  
21           have then been able to go all the way to  
22           Braintree by public transportation.

23                        The most fabulous thing would be if  
24           I didn't have to take my car at all but my

1 public transportation started right from here.

2 Rapid transportation came out from  
3 Boston in every direction, except to the North  
4 Shore. And while Quincy and Braintree and  
5 Somerville and then Malden and Medford and  
6 Melrose all received transit access directly to  
7 Boston, the City of Lynn with over 80,000 people  
8 received nothing.

9 I believe the latest census is  
10 closer to 89,000 people in the City of Lynn.  
11 Route 95 North, which would have devastated our  
12 woods and threatened our water supply, was  
13 stopped in a promise by then Governor Sergeant  
14 and later Governor Dukakis and then many  
15 governors after that to replace that road with  
16 the Blue Line has not been fulfilled.

17 We stand here tonight not just  
18 looking for a fair share but telling you that  
19 demographically our city has larger economic  
20 needs than either Quincy or Braintree or  
21 Somerville or Malden or Medford or Melrose.

22 Our city - just a few miles north  
23 the airport and the capital city - contains a  
24 large number of immigrants - you showed us the

1 unemployment figures already - then that found  
2 in those other cities in a crying need for more  
3 jobs.

4 It isn't that it is our turn. It  
5 that the economic revitalization of this city  
6 and of cities around it like Salem requires the  
7 rapid transit expansion. We need the Blue Line  
8 and we need it now.

9 Next year the United States congress  
10 will initiate new transportation legislation.  
11 If the Blue Line is not in that legislation  
12 another decade will pass before this opportunity  
13 presents itself again.

14 This city of over 80,000 cannot wait  
15 that long. And I'd just like to end with your  
16 alternative No. 1 of no action is a very  
17 frightening thought. Thank you very much.

18 MR. DIZOGLIO: Thank you.

19 Ira Novoselsky, a City Councillor  
20 from Revere was here. He had to leave. He had  
21 another appointment but wanted to, again,  
22 express his interest in the project.

23 The next individual on the list is  
24 Joe Walsh, City of Salem.



1 MR. WALSH: Thank you. Good  
2 evening. My name is Joe Walsh, 35 Ceder Stree  
3 Salem, Massachusetts.

4 I'm the director of planning and  
5 community development for the City of Salem.  
6 I'm also a member of the MIS study committee  
7 that has been reviewing this all for the last  
8 four months.

9 Tonight really is a night to hear  
10 from the elected officials who haven't had a  
11 chance to comment on this publically before an  
12 of course, hear from the residents who are  
13 from - especially a good number you see here a  
14 from Salem who want to have an opportunity to  
15 talk about this project tonight.

16 But there are two specific things  
17 that Mayor Usovicz asked me to communicate  
18 tonight, and I do just want to briefly mention  
19 those things and put them on the record.

20 The first is to state the obvious,  
21 which is how tremendously important this study  
22 and the outcome of this study is to the City c  
23 Salem.

24 As Mr. DiZoglio said at the very

1 beginning and very accurately the numbers are  
2 clear in terms of the disadvantage that Salem  
3 has been at and Lynn has been at over the last  
4 two generations in terms of economic  
5 development, job creation, the higher than  
6 average unemployment rate in Salem, the higher  
7 than average low or moderate income residents  
8 Salem.

9 This sort of rapid transit  
10 improvement really does mean good economic  
11 development for the 21st century. That is what  
12 is important to Salem. That's why we have been  
13 advocating for this new rapid transit answer.  
14 This is the direction we need to go in.

15 There is no way we are ever going  
16 build ourselves or pave ourselves out of the  
17 access problems that Lynn and Salem have.

18 We are uniquely disadvantaged -  
19 probably the largest urban area in Massachusetts  
20 that don't have direct highway access. And even  
21 if we wanted to we can't find a way to pave our  
22 way out to that.

23 We all know now that that is not the  
24 right answer. The transit is going to be the

1 answer to historic communities like Salem.

2 The water transit to be sure, but  
3 also rapid transit into Downtown. So that's the  
4 first large area that we wanted to express our  
5 support for - a rapid transit.

6 The mayor has done a great effort  
7 the last four years to bring economic  
8 development and revitalization to the Downtown  
9 With the existing commuter rail that we've had  
10 we have developed transit oriented residential  
11 development especially over the last few years

12 45 percent of all the people who use  
13 the Salem Depot walk to it from their homes from  
14 Downtown Salem.

15 The two areas - the two  
16 neighborhoods that are most effected by that area  
17 most utilize that are represented here - they  
18 are represented well in the Salem City Council  
19 and they are represented here tonight.

20 We have heard from Councillor Mike  
21 Bencol, also Council President Regina Flynn is  
22 here who is the Ward 2 City Councillor  
23 represents that - double-duty is representing  
24 her neighborhood and the whole city Council.

1                   And you can really see from the  
2                   Mayor's statement and the two counselors here  
3                   and the number of Salem residents how important  
4                   this is to those neighborhoods.

5                   I have a specific comment the Mayor  
6                   asked me to make about the scope. And that is  
7                   that I don't know that it is clear to a lot of  
8                   the people that are here tonight that there is  
9                   not a preferred alternative that has been  
10                  selected yet.

11                  I know Mr. DiZoglio mentioned that  
12                  at the very beginning, but I think it is  
13                  important to come back to - since we are  
14                  focusing so much on the Blue Line nature of  
15                  rapid transit - Salem is advocating for rapid  
16                  transit.

17                  Blue Line is certainly one that has  
18                  been talked about for the longest period of  
19                  time, is certainly one that we need to study  
20                  fully to see if that is the answer, but there  
21                  may be other alternatives out there that bring  
22                  rapid transit to Downtown Salem.

23                  And we would like to have a chance  
24                  to look at those completely, too. Specifically

1 I know that the rest of the committee knows  
2 this - the public may not know - that there is  
3 another alternative called the Coastal Corridor  
4 Plan that Mr. David Pelletier of Salem has  
5 proposed for several years.

6 That has recently become official  
7 and formally before the MIS committee to study  
8 and since it is before that committee I would  
9 like to that ask the scope certainly of the  
10 environmental study certainly include that in  
11 the mix to make sure that when we do our  
12 environmental impact analysis we understand th  
13 there is another interesting rapid transit  
14 solution out there, and that the scope be broa  
15 enough to take a look at that alternative in  
16 addition to the Blue Line alternatives that ar  
17 specifically out there.

18 Thank you very much.

19 MR. DIZOGLIO: Thank you.

20 Kevin Donahue.

21 MR. DONAHUE: Hello. My name is  
22 Kevin Donahue. I'm the executive director of  
23 the Lynn area Chamber of Commerce. I reside a  
24 125 Millan Avenue in Lynn.

1                   And the Blue Line extension is  
2 certainly a top priority for the Chamber of  
3 Commerce, the Lynn Business Partnership and  
4 you've heard from our elected officials and ju  
5 about everybody you talk to about the issue in  
6 the community.

7                   From the Chamber's perspective the  
8 benefits are very clear. Extension of the Blu  
9 Line rapid transit gives us access to Logan  
10 Airport and Downtown Boston including the  
11 Financial District.

12                   Two, it would make commercial  
13 property in Downtown Lynn more valuable and mo  
14 viable. Currently there is a number of  
15 properties in Downtown Lynn that are vacant  
16 and/or under-utilized.

17                   The Blue Line extension to Lynn  
18 would make those properties much more valuable  
19 Thirdly, commercial property owners would be  
20 able to participate in the state zone process  
21 RFP process regarding state buildings.

22                   Currently, when DeKamp puts out a  
23 RFP to locate state offices somewhere in the  
24 region they require access within a certain

1 number of feet to rapid transit.

2 Oftentimes Lynn property owners and  
3 developers are not able to participate in that  
4 process due to the proximity of the rapid  
5 transit.

6 Four, Lynn employers would also have  
7 access to the Boston Labor Market - especially  
8 cyber district high tech companies that require  
9 highly skilled and highly qualified employees.

10 Also, it would allow Lynn residents  
11 access to the high paying jobs in the Downtown  
12 Boston market.

13 Fifth benefit would be that Lynn  
14 would become a much more attractive alternative  
15 to Boston-based companies that are looking to  
16 move back office operations out of expensive  
17 Downtown Boston office space.

18 We have seen Quincy has benefited  
19 that. A number of other communities on rapid  
20 transit have benefited from that. We have  
21 heard time and again from the same companies  
22 that if we did have rapid transit they would  
23 give us a better look. So Lynn is losing out  
24 those opportunities as well.

1                   Six obvious benefit is that traffi  
2                   congestion and air pollution throughout the  
3                   region would be abated by eliminating or  
4                   shortening thousands of automobile commuter  
5                   trips daily.

6                   Obviously the economic development  
7                   advantages would be substantial enough to have  
8                   significant impact on our entire community.

9                   As I said, the Chamber of Commerce  
10                  considers this a top public policy priority.  
11                  my 11 years with the Chamber of Commerce I hav  
12                  heard Governor Weld, Governor Cellucci and  
13                  Governor Swift all voice support for the Blue  
14                  Line extension in public forums sponsored by t  
15                  Chamber of Commerce but follow-up and  
16                  follow-through have been sorely lacking.

17                  We need to thank our federal  
18                  delegation including Congressman John Tierney  
19                  and Senators Kennedy and Kerry for securing  
20                  funding to produce this study.

21                  However, everybody in the Lynn are  
22                  has had enough with the studies. We want acti  
23                  on the Blue Line. We would like a commitment  
24                  from the folks in this room, and we would like



1           commitment from state and federal government  
2           officials that Lynn will not be left behind th:  
3           time.

4                        That this time we are going to get  
5           the public transportation improvements that we  
6           need, that make sense and that have been  
7           promised to us time and time again.

8                        Thank you.

9                        MR. DIZOGLIO: Thank you.

10                      Tom Furey, Salem City Councillor.

11                      MR. FUREY: Thank you for the  
12           pleasure and opportunity to speak to you. My  
13           name is Tom Furey. I'm City Councillor at Lar  
14           in Salem for the last six years and the school  
15           committee for 12 years.

16                      The Blue Line extension into this  
17           area would be the economic lifeline for Lynn,  
18           and the regional issues are all going to be  
19           positively benefited by this Blue Line extensi  
20           and the Pelletier proposal of the transportati  
21           into the airport and the surrounding area.

22                      Salem is strangled by lack of  
23           transportation in and out itself. We have no  
24           connector road to 128 itself by transportation

1                   The Blue Line extension would give  
2 students from this college itself - North Shore  
3 Community College all the way to Salem State  
4 College - hopefully we would have a train stop  
5 at the Salem State College - near Salem State  
6 College which would bring economic lifeline to  
7 Salem State College and this college and  
8 students all around the North Shore area - North  
9 Shore to Salem State College.

10                   So this Blue Line extension is the  
11 economic life line to the entire area - from Lynn  
12 to Salem. We really need that.

13                   Congressman Tierney has been  
14 instrumental as our State delegation and the  
15 Salem City Council is strongly in favor of a  
16 train stop at Salem State College in the Blue  
17 Line extension. It would be a win/fall for  
18 Salem and Lynn.

19                   Thank you very much.

20                   MR. DIZOGLIO: Thank you.

21                   Regina Flynn, City Council, Salem.

22                   MS. FLYNN: Thank you very much for  
23 allowing me to speak. I apologize for being  
24 late. We had another meeting in Salem tonight

1 My name is Regina Flynn. I live at  
2 62 Washington Square in Salem, and I'd like to  
3 speak tonight on a couple of issues.

4 I'd like to state that we are in  
5 favor of increasing the number of trains that  
6 come to Salem - the trains that are already  
7 there now.

8 I think a number of the people who  
9 make their home in Salem do so because of the  
10 access to trains into Boston. I would also like  
11 to see maintenance of the station there. The  
12 station is woefully inadequate for the number of  
13 people who use that train station - as well  
14 anything to do with a garage.

15 I would like to invite you all to  
16 come to Salem so we could have a meeting there  
17 I think that's very important.

18 I think Salem is one of the key  
19 stops on this line. Peabody and Danvers do not  
20 have a train station. A number of the people  
21 that live in that community use the station in  
22 Salem.

23 The parking garage is a big issue  
24 especially in my ward - Ward 2 in the city. T

1 train station is located surrounded by a number  
2 of densely settled neighborhoods and areas.

3 And so I think you have to look at  
4 the issues surrounding how large that garage  
5 would be in Salem.

6 And, as I said, I would like to  
7 invite you to come up to Salem so we could  
8 discuss that at more length. And I think if y  
9 have more rapid service into Salem and increas  
10 the number of trains there I think that would  
11 also alleviate a number of the traffic problem  
12 that we experience not only in Salem but all  
13 along up and down the North Shore.

14 Thank you very much.

15 MR. DIZOGLIO: Thank you.

16 Dan Lauzon.

17 MR. LAUZON: Good evening, I am Da  
18 Lauzon, legislative representative for the  
19 Brotherhood of Locomotive Engineers and a  
20 Rockport resident.

21 I would like to start out by sayin  
22 that this morning I happened to have a  
23 conversation with Former Governor Mike Dukakis  
24 and he is the vice chairman of the Board of

1 Directors for Amtrack.

2 And we had some business, and I  
3 mentioned to him where I was coming today. And  
4 he lit up like a tree.

5 He was all excited about the idea  
6 that this wonder facility that we're now having  
7 this meeting in - he had a major hand in its  
8 conception and the review process and the final  
9 construction and everything else.

10 And he was very disheartened to  
11 learn how under-utilized this facility is. He  
12 had no idea that this was probably with the  
13 exception of maybe Morton Street on the  
14 Dorchester branch the most under-utilized  
15 station in the entire MBTA system.

16 And he wanted to know why that was  
17 And I set out to explain to him why that is.  
18 And the reason is that when people use a publi  
19 transportation form - whether it is a schedule  
20 service or a nonscheduled service - they tend  
21 show up within the last five minutes.

22 And in the case of commuter rails  
23 where the headways are about, you know - the  
24 closest headways we have here today are about

1 half an hour with maybe two hour headways during  
2 the off-peak and one hour on the weekends.

3 People who use this service tend to  
4 show up within the last five minutes of the  
5 train departure time.

6 And what happens here - and the  
7 reason why this parking lot is empty - is the  
8 fact that when someone attempts to use this  
9 station by the time they get out of their car  
10 and climb up the stairs they are looking at the  
11 marker lights on the rear end of the train  
12 heading off into West Lynn.

13 So then they hop in their cars and  
14 drive down to Wonderland thinking that the Blue  
15 Line is the only solution that there is.

16 And it is just not the case. About  
17 two weeks ago the Federal Railroad  
18 Administration gave certification to a new type  
19 of rail vehicle called a DMU, which stands for  
20 diesel multiple unit.

21 These are basically locomotives that  
22 seat 90 people. Our proposal - and I would  
23 encourage everyone to grab a copy of one of  
24 these - is to reduce the headways on commuter

1 rail as we have today by about 10 to 15  
2 minutes.

3 And this way here the commuter rail  
4 will serve all of the needs of Greater Lynn.  
5 will provide for a reliable reverse commute.  
6 will provide for an easier access to Logan  
7 Airport via the grand junction at Chelsea  
8 Station.

9 It will provide a faster, cleaner,  
10 safer, quieter trip. And the fair will in all  
11 likelihood be the same as if the Blue Line were  
12 extended.

13 If you wait for the Blue Line with  
14 all the environmental litigation measures and  
15 environmental permitting that is going to be  
16 required to go through the area of critical  
17 environmental concern through the Rumny Marsh  
18 you are looking at a great deal of time.

19 I'll just leave you with that. I  
20 appreciate the opportunity to testify.

21 Thank you.

22 MR. DIZOGLIO: Thank you.

23 Richard Jendrysik.

24 MR. JENDRYSIK: Good evening. My

1 name is Richard Jendrysik, 3 Hamilton Street in  
2 Salem.

3 And I think I'm the first person who  
4 is a commuter to stand up to this microphone.  
5 I've been surprised at this meeting to find an  
6 enlightened to find that your focus has not been  
7 to transport people from Lynn and Salem to  
8 Boston but rather transport people from Boston  
9 to here.

10 And I am a little dismayed at that  
11 because I'm a commuter and I go the other way.  
12 My current commute takes 30 minutes.

13 If the Blue Line comes my commute  
14 will expand to 45 minutes. It will probably  
15 become more expensive and less comfortable.

16 From what you've said and from the  
17 alternatives you present in terms of a commute  
18 to Boston where the jobs are transportation will  
19 actually be derated not improved.

20 I can understand the need in Lynn  
21 to bring people here. I would take issue with your  
22 assumption that transportation will bring jobs.

23 Route 128 carries trucks as well as  
24 people. The transit line will only bring



1 people. That is a serious consideration, and  
2 happen to live in Melrose for 20 years when th  
3 Orange Line was extended to Melrose.

4 There was not an economic boom at  
5 that point. It was a great improvement for  
6 people like myself who worked in Boston, but i  
7 did not bring jobs to Melrose. It carried  
8 people from Melrose to where the jobs were.

9 Our current situation in Salem and  
10 the councilman made a very good point about th  
11 impact on Route 114 - if there is a station  
12 there it would be quite difficult for  
13 transportation within the city itself - it wou  
14 be very heavily impacted by the presence of a  
15 subway station and going through the tunnel to  
16 the other side to where the station now is cou  
17 be a problem.

18 I would definitely state that peop  
19 like myself who take the commuter rail would  
20 hate to see the commuter rail shut down for th  
21 sake of the extension of the Blue Line.

22 Thank you.

23 MR. DIZOGLIO: Thank you.

24 Fred Moore.

1                   MR. MOORE: For the record, I'm Fr  
2 Moore. I live at 6 Ella Street in Saugus,  
3 Massachusetts. I'm here with several hats on  
4 today.

5                   I'm the president of the Associati  
6 for Public Transportation who has been followi  
7 this issue quite closely. And my friends on t  
8 T know me quite well.

9                   I also am working for the Town of  
10 Saugus. I have my town manager's office hat o  
11 today and working on behalf of the elected  
12 officials in the Town of Saugus.

13                   Now, before I start in the officia  
14 position that I have to state for the record  
15 today for the Town of Saugus a couple of  
16 anecdotes.

17                   Today I was on the buses that go t  
18 town today, and, as you know, the transit  
19 authority has this new oxymoron called bus rap  
20 transit.

21                   The first incarnation of this was  
22 back in the 1960s when the interstate highways  
23 were going to make traffic jams magically  
24 disappear and the buses would be transit and

1 rapid.

2 Needless to say it never delivered  
3 on that promise. What we had is the banana bus  
4 today. I stood on the corner for about 15  
5 minutes and about five buses came all at once  
6 because they were stuck on the bridge.

7 This is why rail transit that is on  
8 the road is so important. If you have something  
9 like a commuter rail running a headway like  
10 Mr. Lauzon puts forth it could work on the Blue  
11 Line, which definitely would work.

12 I was out in Oak Park, Illinois, and  
13 saw practically a clone of the Lynn setup, which  
14 is a four-track formation with the terminus of  
15 the rapid transit and the metro commuter rail  
16 pulling up right beside it at a parallel  
17 station. And next to there were store fronts and  
18 buildings much like Lynn.

19 The only difference is they were  
20 full of businesses and newly renovated, and  
21 there were people out conducting commerce.

22 So with that said with today's  
23 anecdotes I have to essentially put the position  
24 of the Town of Saugus.

1                   As you know the Town of Saugus too  
2 the opportunity of highway oriented developmen  
3 during the heyday of the highway era.

4                   So essentially just like 128, Rout  
5 1 had the opportunity courtesy of State  
6 sponsored highway construction to actually  
7 redistribute the wealth out from old commercia  
8 centers like Lynn and Salem out to the highway  
9 belt.

10                   This was government funding, which  
11 essentially pulled the rug out from the privat  
12 sector railways, and we're feeling the effects  
13 today.

14                   Again, there was a missing link in  
15 the I-95 chain, and it is in the North Shore.  
16 It was never built, and it was never delivered  
17 The Mass. Transit substitutes for the highway  
18 construction that didn't happen.

19                   And there are people now because  
20 this issue was languished so long that people  
21 are beginning to second guess saying, Oh, we  
22 should have built that highway - yes, we shou  
23 have cut out Lynn's heart to make a big wide  
24 artery.

1                   We should have destroyed their water  
2                   supply, and we should have splattered their  
3                   neighborhoods all over the countryside.

4                   Therefore, I have the official  
5                   statement of the Town of Saugus:

6                   "The Town of Saugus endorses the  
7                   extension of the rapid transit Blue Line as far  
8                   as Central Lynn in the interests of economic  
9                   development, environmentally sound land use,  
10                  better connectivity between Mass. transit modes,  
11                  improved accessibility, and roadway congestion  
12                  mitigation issues.

13                  "Blue Line extension should use its  
14                  own set of tracks and must not degrade the  
15                  utility, service, quality or the ability to  
16                  expand regional or intercity rail services on  
17                  existing commuter rail lines in the area.

18                  "The scheme to add a commuter rail  
19                  station in Revere, and somehow connect it up to  
20                  the Blue Line at Wonderland, has little merit.

21                  "Such a facility would do nothing  
22                  address the needs of the transit riders within  
23                  the catchment radius, would be isolated from  
24                  existing commercial development, unreliable and

1 difficult to use, and a poor allocation of  
2 capital funds.

3 "Therefore, we oppose this option  
4 and insist that it be dropped from further  
5 study.

6 "Whereas, it will take years to  
7 design and construct the rapid transit  
8 extension.

9 "Frequencies along the existing  
10 commuter rail line through Lynn should be  
11 increased to 15 minutes or less from early  
12 morning into the evening as an interim measure  
13 providing rapid transit and airport transfer  
14 access at Sullivan Square and Chelsea  
15 respectively.

16 "In no way should this be construed  
17 as a substitute for ultimately extending the  
18 Blue Line from its arbitrarily located current  
19 terminus.

20 "The scope of the study should not  
21 that both the Wonderland and Oak Grove rapid  
22 transit stations are poorly sited for a park and  
23 ride function from Route 1.

24 "Interceptor commuter rail station

1 should be included on currently out of service  
2 MBTA owned rights of way that intersect this  
3 corridor in Revere and West Peabody.

4 "Finally, there is a growing  
5 sentiment for the restoration of rail transit  
6 along the Saugus branch that was lost only a  
7 year before the Old Colony Lines were  
8 discontinued on the South Shore.

9 "Therefore, in accordance with the  
10 Board of Selectman resolution of 1998,  
11 reactivation of this line should be included  
12 within the scope of improvements under  
13 consideration, as this was once contemplated  
14 following the cancellation of the I-95 in the  
15 1970s."

16 MR. DIZOGLIO: Thank you, Fred. I  
17 you want you can just put that in, and if you  
18 want there will be other time at the end of the  
19 meeting.

20 John Bussinger.

21 MR. BUSSINGER: Thanks very much.  
22 For the record, I'm Former Representative John  
23 Bussinger from Brookline, member of the  
24 Committee on Transportation, currently

1 vice-chair of the North/South Railing Citizen  
2 Advisor Committee which was eluded to earlier.

3 I want to state here that it has  
4 been a pleasure working with Dennis DiZoglio.  
5 As our staff and our technical supporter on th  
6 he does a fantastic job as you can see here  
7 tonight in talking and conversing with him.

8 I just want to make a brief  
9 observation. I'm not here to state any specif  
10 alternative, but I do want to state that, first  
11 of all, I join with my former legislative  
12 colleagues in obviously stating that  
13 transportation access is a high priority.

14 I also want to state, and I didn't  
15 hear it said tonight - maybe I missed it - but  
16 it was said very clearly at the scoping sessio  
17 at the Volpe Center last week that the intenti  
18 of any proposal here is not to interfere or  
19 impede computer rail.

20 And that's very important. And  
21 that's why I'm here. In fact, as Future Senat  
22 Elect to be technical - he hasn't been electe  
23 yet - Future Senator Elect Tom McGee made the  
24 point about the couple from the Cape.



1                   Now, by definition now the Cape is  
2 cutoff from the North Shore by rail because of  
3 the gap between North and South Station.

4                   And while a major purpose of the  
5 North/South Railing is to connect and complete  
6 the Northeast Corridor its greatest advantage  
7 think is to connect the north side and south  
8 side commuter rail.

9                   And as people in the field know  
10 south side means west side, too, because all t  
11 trains that run out of South Station not only  
12 south they go west.

13                   In fact, I want to quote very  
14 briefly from a brief letter sent to me by  
15 Senator John Kerry - sent to me last year on  
16 June 25, 2001 to state, in fact, and I quote:

17                   "I'm a strong supporter of the  
18 proposed north/south railing." In fact, he  
19 mentions it closes the major gap in the  
20 northeast corridor.

21                   But here's the sentence that is  
22 relevant for us tonight: "The north/south  
23 railing will also strengthen our regional  
24 commuter rail network by improving the

1 accessibility of the rail lines at North  
2 Station."

3 What he means is that those rail  
4 lines become accessible to the South Shore, we  
5 side, south side, north side.

6 And I said before and I'll say it  
7 again - I said this at the Volpe Center -  
8 regrettably a lot of us talk about regionalism  
9 when we go to these fancy conferences, but we  
10 aren't as good - and I don't refer to anybody  
11 particular - but in general in this state we  
12 don't go home and practice it.

13 And I just urge everyone here  
14 tonight to realize that this project can't jus  
15 be about getting people short distances. It h  
16 to be about connecting the North Shore with th  
17 South Shore.

18 One reason 128 exists is a lot of  
19 people from the North Shore work on the South  
20 Shore or the reverse. We talk about the rever  
21 commute.

22 128 shouldn't be the way to get  
23 there. Going through the city by car shouldn'  
24 be the way to get there. The preferred way to

1 get there is railed transportation.

2 The railing strengthens, invigorates  
3 and works with the commuter rail network. So  
4 urge that any consideration of this project as  
5 the FDA said itself at the last meeting take  
6 into account as Dennis said when we started  
7 this - and here's where I'll end - we're doing  
8 these studies - Urban Ring, the North/South  
9 Railing and the Blue Line.

10 Each one of them should be fully  
11 cognizant of the other. They may all work  
12 together. We have to make sure they do. And  
13 the end, we'll have better transportation access  
14 if we realize the regionalism.

15 I want to thank you, and, again, I  
16 want to thank Dennis for all the work he does  
17 all these projects.

18 MR. DIZOGLIO: Thank you.

19 Jeff Segel.

20 MR. SIEGEL: Thank you. It is Jeff  
21 Segel, 48 Main Street, Rockport. I live in  
22 Rockport now. I work in South Boston. I'm able  
23 to live there and raise my family there because  
24 of the commuter rail service.

1 I've been a daily commuter rail user  
2 since 1994. Prior to that I lived eight years  
3 in East Boston for three years using the Blue  
4 Line daily, for five years before that I never  
5 commuted to Waltham.

6 And I had to buy a car in order to  
7 do that because reverse commuting was a problem  
8 as you quite correctly point out.

9 I came here tonight on Train 67.  
10 That's one of the existing Beverly shuttles,  
11 arrived on time here and had a few minutes to  
12 investigate the station area and meet with  
13 people in this area.

14 I came to advocate for expanded and  
15 improved commuter rail service. I'm talking  
16 about trains on 10 and 20 minute intervals 18  
17 hours a day, use of improved and modernized  
18 equipment.

19 I think a critical addition is  
20 cross-platform access to transit on to the  
21 airport. That would open up the airport area  
22 for workers and travelers from the whole north  
23 side.

24 Improvement at Salem Station and

1 investigation of feeder services into Salem from  
2 Danvers, Peabody, South Salem certainly should  
3 be within the scope and study we propose.

4 Additionally, de-bottlenecking in  
5 the terminal area would be a great help to the  
6 entire service.

7 Of the 19 minutes it took me to com  
8 out here on commuter rail tonight that include  
9 about a minute and half where we were stopped  
10 dead next to the cement plant while we waited  
11 for the inbound trains to come through.

12 So there is certainly room for  
13 improvement and service enhancement in that  
14 area.

15 Finally, similarly, the improvemen  
16 or the resumption of service on the Saugus  
17 branch would open up an alternative path and  
18 provide service to a large number of additiona  
19 people.

20 I believe that the diversion of  
21 people from automobile travel to transit is good  
22 environmental policy and fosters economic  
23 development and fosters our social justice call  
24 and most importantly I think that the commuter

1 rail expansion is a project that can be  
2 implemented.

3 It doesn't require a lengthy  
4 permitting process, land taking, demolition,  
5 construction, law suits and so forth. It is  
6 something that we can do now if we have the  
7 will, and we can devote the resources to it.

8 It expands on the resources and  
9 commitments that we already have in the  
10 infrastructure today, and I believe that should  
11 be a primary focus of your study.

12 Thank you very much. I'll submit  
13 written comments later.

14 MR. DIZOGLIO: Thank you very much  
15 CC Yanakakis.

16 MR. YANAKAKIS: For the record my  
17 name is CC Yanakakis - Constantine Yanakakis -  
18 from 40 Ridge Avenue, Lynn, Massachusetts.

19 Over the last 40 years I've been  
20 involved with Massachusetts long-term care, and  
21 I'm also a rider on the transportation system.  
22 I've made many proposals which have, you know,  
23 helped people getting around.

24 When you talk about the Eastern

1           Railway System it brings to mind what Ashmont  
2           and Mattapan have. They have that loop. That  
3           would work very well.

4                       We have many colors in the rainbow  
5           so we could always have some type of streetcar  
6           that would provide faster service from the Nor  
7           Shore corridor to Wonderland.

8                       Most of us at our age probably  
9           within the next 30 years we're going to reach  
10          the point where we're disabled. We can't driv  
11          anymore.

12                      And yet commuter rail, public  
13          transportation and all these things are going  
14          be required to give us access. We don't have  
15          the time to go to our primary care physicians  
16          and get applications for the ride or anything.

17                      We are able to walk. Okay. But I  
18          think we need more access in this public acces  
19          and I think the proposal of reopening the  
20          Eastern Railway System - maybe putting a stree  
21          car there or the Blue Line or whatever would b  
22          more feasible.

23                      Thank you very much.

24                      MR. DIZOGLIO: Thank you.

1 Jim Jenkins.

2 MR. JENKINS: First of all, I would  
3 like to thank you for the opportunity to hear  
4 from the public, because you tend to hear a lot  
5 of common sense from people who can bring - and  
6 there was a commuter who has already spoken.

7 I've commuted regularly on the North  
8 Shore Line as well as using the Blue Line and  
9 Wonderland, and you get a lot of good ideas.

10 And if you incorporate them into  
11 your plan you are going to have a much higher  
12 probability of success.

13 Almost everything I was going to  
14 raise has already been raised. So I want to  
15 focus on the one issue that I find that sort of  
16 drives me crazy, which is nine times out of 10  
17 we come up with these huge projects that  
18 unfortunately have a lot blow back, which I  
19 think is what you mean by environmental impact.

20 Not just, you know, effecting a  
21 marsh with a snail dart or whatever but  
22 literally what is it going to do to our  
23 neighborhoods where we live.

24 What kind of increased traffic is it



1 going to bring to our neighborhoods. There is  
2 proposal to build a very large parking garage  
3 Salem right now.

4 And I can just imagine, you know,  
5 we've already heard 45 percent of us in Salem  
6 and our population isn't changing that much  
7 actually access that train station by walking  
8 there.

9 The rest of the people that this  
10 train garage is going to be built for I presume  
11 are driving from somewhere. And we're trying  
12 get people out of their cars and off of our  
13 roads to make life on our roads and in our town  
14 better.

15 And, quite frankly, whatever plans  
16 you come up with I hope you take into account  
17 that what we're trying to do is reduce the  
18 amount of time in traffic and not create a new  
19 sort of disastrous bottleneck.

20 I was shocked to hear that former  
21 Governor Dukakis did not know that this is not  
22 well-utilized facility and maybe even know why  
23 it is not a well-utilized facility.

24 It looks to me like the last plan

1 was just never followed through. If the Blue  
2 Line were here I imagine this garage would be  
3 full. And this town as I've heard I Suslak wi  
4 be revitalized by this to some degree.

5 Certainly not - I don't see it bei  
6 a negative impact. On the other hand, in Sale  
7 putting another large garage in may have  
8 tremendous negative impact on us.

9 I'm trying to think - well, where  
10 everyone coming from who is going to use this  
11 garage and how is it going to load 114 - how  
12 many more cars am I going to be watching.

13 I just drove last night through  
14 Alwife. And it took me 35 minutes to go from  
15 the New Water Station over to Mass. Avenue - 3  
16 minutes.

17 I've never seen such a nightmare.  
18 And that whole design of that place is getting  
19 worse, not better, from what I can see.

20 So I hope whatever you come up wit  
21 you take this into account. It is a big  
22 problem. Putting in a second station in Salem  
23 at South Station near the Salem State College  
24 not only would serve the college but it would

1 serve the people in Marblehead and Swampscott  
2 who will no longer have to drive right through  
3 the center of our town through two small street  
4 in order to access this one-thousand car parking  
5 garage.

6 So that's my basic point.

7 MR. DIZOGLIO: Mr. Jenkins, would  
8 you like to give your address for the record.

9 MR. JENKINS: 343 Essex Street,  
10 Salem.

11 MR. DIZOGLIO: Thank you.

12 Steve Winslow.

13 MR. WINSLOW: Hello, my name is  
14 Steve Winslow. I'm representing the Mystic  
15 Valley Development Commission.

16 It is located at 300 Commercial  
17 Street in Malden, Suite No. 27. I'm also here  
18 with Gail Palladino who is president of Bike to  
19 the Sea.

20 It is really great to see the Blue  
21 Line and all the support for that as a priority  
22 for the North Shore. And we really think that  
23 that is an important thing to have happen.

24 We have been working on what's

1 called the Telecom City Project, which is a  
2 project that abuts the Orange Line and will  
3 create 7,500 jobs.

4 So we realize that rapid transit can  
5 be an important attraction to creating jobs. So  
6 that's something important to see the Blue Line  
7 extension being important to that.

8 We are also working on part of that  
9 project to create connections to the  
10 neighborhoods and part of that project would  
11 include what's called the Bike to the Sea, which  
12 would be an extension of bike trails from our  
13 project area up through the communities of  
14 Malden, Revere, Saugus and Lynn.

15 I'm going to submit some letters  
16 from the municipal officials from those  
17 communities indicating that they have been  
18 working to have a multiuse trail built along  
19 that rail line.

20 As part of our environmental impact  
21 reports for Telecom City we have studied the  
22 Saugus branch of the commuter service.

23 And those have basically concluded  
24 that that service would really just cannibalize

1 service from existing bus service and would not  
2 really generate new public transportation.

3 So we do not think that that should  
4 be really part of this study. That it is losing  
5 the focus of this study on the Blue Line  
6 extension, which there is a lot of support for  
7 and would simply duplicate the study that is  
8 part of our study for Telecom City.

9 So that's really our conclusion  
10 there. And we would like to see that the Blue  
11 Line gets extended, but we don't want to see the  
12 Saugus branch kind of wrapped up in that. We  
13 want to see tandem progress on these projects,  
14 because the Bike to the Sea will be to the  
15 bicyclists what the Blue Line extension would be  
16 to commuters in Lynn.

17 Thank you very much.

18 MR. DIZOGLIO: Thank you.

19 Tom Lenthall.

20 MR. LENTHALL: Good evening. My  
21 name is Tom Lenthall. I'm the assistant  
22 executive secretary of the Union Bus  
23 Transportation Association.

24 And I'm looking at this - the entire

1 Amesbury to Boston area. I would like to point  
2 out there are several commuter bus companies  
3 running out of parking lots in Newbury, Byfield  
4 and other locations.

5 And if new rolling stock is to be  
6 purchased we feel that commuter buses should  
7 also be purchased for these companies since in  
8 other cities commuter buses are purchased for  
9 long distance suburban operations.

10 We also have private companies  
11 operating from both Newburyport and Peabody  
12 hourly and better to Logan Airport.

13 Express Service is expand service  
14 about to take place in the Danvers area, and  
15 pointing these out that these do exist. And  
16 they are based on where the market is to Logan  
17 Airport.

18 And, lastly, I would like to point  
19 out that under the Federal Transit Act, which  
20 you are getting your funding from since this is  
21 a project over 25 million dollars in value you  
22 cannot have any reduction in transit service  
23 whatsoever - be it private bus, public bus or  
24 commuter rail - all the existing service has to

1 be there and the person who gets the federal  
2 funds - the MBTA or whoever it is - has to  
3 guarantee as a condition that existing services  
4 will not have a reduction.

5 This may be of some interest to you  
6 people who were also interested in anything that  
7 happens in Peabody as there are several private  
8 carriers ready to provide service there. So  
9 that's all I have to say.

10 Thank you.

11 MR. DIZOGLIO: Thank you.

12 Betsy Burns.

13 MS. BURNS: I'm Betsy Burns, 22  
14 Bedford Street. Just an interested, concerned  
15 Salem citizen.

16 I think it sounds wonderful if the  
17 Blue Line comes to Lynn, but let it stop there.  
18 I think we don't need a Blue Line in Salem.

19 We're concerned about a big parking  
20 garage. We don't want to be the major parking  
21 lot on the North Shore.

22 I can't imagine what economic  
23 improvement it could bring to Salem. Look at -  
24 what has Wonderland done for Revere. I would

1 hope that you look at other alternatives besides  
2 bringing the Blue Line to Salem.

3 Improve the commuter rail line.  
4 People from Salem could take the commuter rail  
5 to Lynn and then hop on the Blue Line to get  
6 into Boston. It doesn't seem that it is  
7 necessary for the Blue Line to come to Salem.

8 Thank you.

9 MR. DIZOGLIO: Thank you.

10 David Hart.

11 MR. HART: David Hart, 104 Federal  
12 Street in Salem, Massachusetts and just by  
13 coincidence I live 40 feet from Betsy Burns, so  
14 I don't know how you got that on your schedule.

15 But I would like to focus on three  
16 issues regarding this proposal. I think you  
17 really ought to look at the major impact that it  
18 is going to bring to Salem itself.

19 Because when you think about it we  
20 have to - you have kind of like made a decision  
21 that it is going to stop short of the tunnel  
22 that goes through Salem.

23 And at that point there you may be a  
24 half a mile from the center of Salem. So that



1 issue has to be really looked at as far as how  
2 people are going to get from their destination  
3 to Salem.

4 Because right now the Salem statio  
5 people are able to walk. If you put that gara  
6 we're it probably will happen to South Salem  
7 they are not going to be able to walk. That  
8 means increased traffic and more of that  
9 alternative type of transportation.

10 It has to be really looked at  
11 clearly. You've heard some comments from the  
12 citizens of Salem regarding the garage and tha  
13 impact that may have.

14 No. 2 is that there have been no  
15 public hearings in Salem but there have been  
16 plenty of public hearings in Lynn, but none in  
17 Salem.

18 And in November or December 12  
19 neighborhood groups who represent quite a numb  
20 of citizens got together and they wrote a lett  
21 and asked in January of 2002 that a public  
22 hearing be held in Salem. They we are ignored

23 And I think that is a problem. Yo  
24 have to consider the citizens who actually liv

1 there.

2 And, actually, I did until I  
3 semi-retired in January commuted for years on  
4 the commuter rail and found it to be very, ver  
5 good.

6 And the reason that I'm bringing u  
7 the fact that we have no public hearing is tha  
8 we have had no opportunity to really suggest a  
9 alternatives. We can suggest alternatives her  
10 but there are other ideas that I feel or other  
11 people feel should be explored - you've heard  
12 actually some here tonight.

13 And the public hearings have been  
14 held in Gloucester at two o'clock in the  
15 afternoon or 10 o'clock in the morning - not  
16 very convenient for somebody who is living in  
17 Salem.

18 I certainly appreciate the fact th  
19 we're here at six o'clock at night, but its th  
20 first to my knowledge - the first night meetin  
21 that has occurred.

22 Thank you very much.

23 MR. DIZOGLIO: Jim Treadwell.

24 MR. TREADWELL: Thank you. I just

1 want to elaborate a little bit about what you  
2 have told the people - citizens about the  
3 environmental review process.

4 My name is Jim Treadwell. I live  
5 36 Felt Street in Salem, and I'm a certified  
6 city planner. I work as an environmental  
7 officer for federal agencies.

8 What I'd like to emphasize is what  
9 we will expect from you, what you have told us  
10 we will be getting from you.

11 We will be getting an environmental  
12 impact statement. And the environmental impac  
13 statement will be guided by regulations that  
14 have been promulgated by the Council on  
15 Environmental Quality, and I would hope that  
16 most people who are reviewing your documents  
17 when you put it out to us will have a copy of  
18 40 - Federal Regulations Part 1500 that can be  
19 gotten at any library and copied that tells us  
20 what you must do.

21 And what you must do is in  
22 accordance with the National Environment Polic  
23 Act of 1969 - and I'm a purist in that regard.  
24 I really believe in it.

1                   A lot of people have already made  
2                   their minds as to what alternative they prefer  
3                   but that was not the intent of congress.

4                   The reason we're going to be  
5                   spending a lot of money to develop this study  
6                   so that the decision makers and citizens will  
7                   have a bases for analyzing alternatives in vie  
8                   of environmental impact together with social a  
9                   economic impact.

10                   That's what the congress of the  
11                   United States told federal agencies to do. An  
12                   that's what you are telling us you will do. Y  
13                   will consider all reasonable alternatives  
14                   including, as I think people have said tonight  
15                   they would like to see the commuter rail line  
16                   improved maybe with major cost would be a  
17                   reasonable alternative since we're certainly  
18                   going to have major costs with the rapid trans  
19                   improvement.

20                   So I think commuter rail  
21                   improvements with major costs would be an  
22                   alternative with which we would expect would  
23                   explored.

24                   And I'm just going to read one po

1 from the Council's regulations. NEPA  
2 procedures - that is the National Environmental  
3 Policy Act - must ensure that environmental  
4 information is available to public officials and  
5 citizens before decisions are made and before  
6 actions are taken.

7 The information must be of high  
8 quality, accurate, scientific analysis, expert  
9 agency comments and public scrutiny are  
10 essential for implementing NEPA.

11 Thank you.

12 MR. DIZOGLIO: Pat Donahue.

13 MS. DONAHUE: My name is Patricia  
14 Donahue, 12 Dearborn Lane, Salem,  
15 Massachusetts. I live in the North Salem  
16 section of Salem. I boarder the North River a  
17 across the river from me is the commuter rail  
18 line and the MBTA railroad station.

19 I'm probably going to reiterate so  
20 of the comments my Salem residents have issued  
21 but I think they are important to make and to  
22 reemphasize.

23 First of all, Salem is eight square  
24 miles. We are already congested. We are the

1 cut-through traffic city for Marblehead,  
2 Danvers, Beverly, Peabody and they all travel  
3 through our narrow streets and our few main  
4 corridors to go to the railroad station in  
5 Salem.

6 The proposed garage will have a ve:  
7 negative impact, because they will still be  
8 drawing the same amount of people and probably  
9 even more.

10 I think that there has been a narrow  
11 vision here. We have not looked at other  
12 alternatives. You have only looked at what is  
13 already existing and one that is semi-existing

14 As the gentleman from the bus  
15 company has mentioned there are bus carriers  
16 along 128, and I don't understand why a Blue  
17 Line extension cannot be made along the 128  
18 corridor.

19 Plenty of open land for parking  
20 areas along certain localities, very easy for  
21 people to come out of cities onto a highway  
22 versus entering cities and making that city a  
23 less desirable place to leave.

24 The MBTA is not a good neighbor.

1 hear a lot of noise, a lot of vibration, a lot  
2 of engines continuing to run for a half an hour  
3 to 45 minutes at 11 o'clock at night. The  
4 station is not well kept up.

5 I do oppose the extension of the  
6 Blue Line. I think that would only bring more  
7 adverse impact both environmentally, congestio  
8 making Salem even less desirable to live in th  
9 it is now.

10 I think we need to get traffic out  
11 of Salem and that means the cars coming in fro  
12 other municipalities. I think we have to look  
13 at other alternatives and not just the two tha  
14 you have mentioned.

15 I want to state that I work at Nor  
16 Shore Medical Center, which is the largest  
17 employer in Salem and part of the North Shore.

18 We have many minorities working  
19 there, and they come to work in their own cars  
20 They also use the bus transportation. If I ma  
21 make a social comment.

22 If our government would encourage  
23 our companies of manufacturing and so forth to  
24 keep their factories in this country they woul

1 have access to better jobs rather than Mexico  
2 and other outlying countries getting the jobs  
3 that should be here.

4 Thank you.

5 MR. DIZOGLIO: Thank you.

6 Martin Lacarbonara.

7 MR. LACARBONARA: Martin Lacarbonara  
8 from Woburn, Massachusetts, 10 Grove street, and  
9 I've been using the commuter rail for work for  
10 37 years almost.

11 And I think the Blue Line could be a  
12 feasible alternative; however, I think the  
13 commuter rail - as it is now we've spent a lot  
14 of money improving the station at North Station  
15 and improving drawbridges at Mystic River,  
16 Saugus River and Manchester and Gloucester.

17 You've improved signals,  
18 infrastructures, but like Lynn here you have a  
19 garage that's under-utilized. You need more  
20 visibility with security to improve that and  
21 increase commuter service, and it would probably  
22 increase the parking use.

23 And if you under-utilize it I think  
24 you make a mistake. So an expansion of the



1 commuter rail would be a very good alternative  
2 before you look into creating the Blue Line  
3 extension.

4 Thank you.

5 MR. DIZOGLIO: Barbara Cleary.

6 MS. CLEARY: I'm Barbara Cleary, 1  
7 Federal Street. I also live 40 feet from Bets  
8 Burns. My main concern is with the  
9 alternatives.

10 And I think my concern is that the  
11 doesn't seem to be an alternative which is Blu  
12 Line to Lynn and improve commuter rail from  
13 Salem to Lynn or on the North Shore including  
14 South Salem Station and whatever.

15 So my concern is that you've got  
16 communities like Lynn that had years of  
17 discussing this, and you've got a community li  
18 Salem where there has never been a public  
19 hearing about it.

20 And I wouldn't want - because you'  
21 only studied the alternative of Salem - to  
22 derail the Lynn project.

23 And I wouldn't want to spend all  
24 this time and energy on this study and not lee

1 what we could have done for Salem, which is not  
2 the Blue Line.

3 Thank you.

4 MR. DIZOGLIO: Thank you.

5 Sandy Powell.

6 MS. POWELL: I'm Sandy Powell. I  
7 live at 18 Loring Avenue in Salem. I'm also a  
8 member of the South Salem Neighborhood  
9 Association.

10 So, of course, we are very  
11 interested in the station in South Salem at the  
12 State College or anywhere between the State  
13 College and Bennett Square.

14 We think that would take a lot of  
15 pressure off the garage - the to-be-built gara  
16 in Salem and service people coming from  
17 Swampscott or Marblehead.

18 It could be a drop-off garage or n  
19 a garage but a station not needing too many  
20 cars - not needing a parking area.

21 But my main concern is that Salem  
22 officials or somebody in Salem seems to have  
23 determined that the Blue Line would be a  
24 wonderful thing for Salem.

1                   And we have not had input from Salem  
2                   people. So I will second many of the residents  
3                   of Salem who have said we need more input. I  
4                   hope you will have a meeting in Salem.

5                   I think a big improvement would be  
6                   increasing the number of trains per day,  
7                   incremental changes in other ways.

8                   I think we need to know more about  
9                   the Blue Line negatives and positives. I second  
10                  Barbara Cleary in that we certainly don't want  
11                  to derail Lynn, but we're not sure that Salem  
12                  really would benefit, but we do think that our  
13                  regular commuter railroad could be tremendously  
14                  improved.

15                  Thank you.

16                  MR. DIZOGLIO: Thank you.

17                  Dale Orlando.

18                  MR. ORLANDO: My name is Dale  
19                  Orlando, and I reside at 46 Kernwood Drive in  
20                  Lynn. Another area of Lynn where you can't get  
21                  in and you can't get out.

22                  If you try to get on to 129 with  
23                  your vehicle it takes forever. What I'm going  
24                  to do is spend three minutes and I'm going to

1. tell you a little background about why I'm her  
2 today, and I'm going to tell you my concerns a  
3 I'm going to tell you what I recommend.

4 First my background. In 1995 I  
5 worked with David Pelletier and Mr. Costa on  
6 developing a documentary based on the research  
7 had done for my Big Dig documentary for WGBH  
8 called the North Shore Riders.

9 It was based on the coastal  
10 corridor, so I'm familiar with what is happeni  
11 here in terms of access.

12 The purpose of being here today I  
13 thought was to discuss the alternatives. And  
14 don't think we have discussed the alternatives  
15 too much tonight.

16 But I'm going to tell you at least  
17 as far as I'm concerned that in order to impro  
18 the frequency of transit, which is what the  
19 stated purpose for this meeting is, that one  
20 alternative I think we need to look at again i  
21 to revisit the coastal corridor proposition as  
22 well as the other alternative regarding  
23 expanding the Blue Line.

24 My concerns are several. And one

1 the greatest concerns I have is that we do  
2 nothing again. And we continue to do nothing  
3 for the next 20 years.

4 What I think we really need to do in  
5 terms of assisting you gentlemen is to assist  
6 you to understand how to sell us.

7 Because you guys have a job. You've  
8 got to go down to the Feds, hands this to  
9 Senator Kennedy and Senator Kerry and make sure  
10 they get sold, right.

11 So we can either keep fooling around  
12 and studying things or we can come up with a  
13 plan to sell this.

14 And I think one of the best ways to  
15 sell this is to talk about what it is we have  
16 and what it is we don't have.

17 What it is we have the Feds have  
18 already invested tons of money in and what that  
19 has brought us and what it hasn't brought us.

20 And what it hasn't brought us is  
21 real economic development to areas like Lynn and  
22 other points of - going up the North Shore where  
23 there has been no access.

24 So one federally concerned problem

1 we have is the employment and the rising  
2 minority population in the City of Lynn and th  
3 rising unemployment.

4 Another thing that we have is Sale  
5 has selected a destiny for itself - using lots  
6 of federal money it has selected itself to be  
7 destiny for - a historic destiny.

8 We operate New England USA.Com - N  
9 England. Most of our visitors are from - gues  
10 where - England. And they come out to our web  
11 site and they write to us.

12 And the first thing that they writ  
13 is how do I get to Salem - when I get off the  
14 plane how do I get to Salem.

15 And what do I have to tell them ov  
16 and over. I have to say, Well, you go down  
17 Salem and you have to make a very difficult  
18 route or you have to get on a car and get on 1

19 So the second thing that I think w  
20 need to do is talk about the tourism coming in  
21 Salem. The third thing that I think we have t  
22 look at is how we have just finished getting  
23 14.7 billion dollars worth of Big Dig money to  
24 dead end north of the airport onto 1A, which is

1 essentially a cow path.

2 So those are some recommendations  
3 have in terms of being able to not only study  
4 this but to make some recommendation including  
5 increasing the commuter rail for right now,  
6 increasing the numbers of cars, because people  
7 have already spent money now.

8 We are already up in Newburyport a  
9 by the time I go to get on the train in the  
10 morning I'm standing.

11 Well, if I'm going to stand for 20  
12 minutes I just assume stand on the Blue Line i  
13 which case I have become a frequent parking  
14 donator to the City of Revere.

15 So what I would like to do is I  
16 would like to say that this facility we're in  
17 now also cost another 40 million dollars, and  
18 would like us to begin talking about all of th  
19 money that has already been invested and how  
20 is we're going to use all of those things to  
21 actually leverage something that makes a littl  
22 more sense for the area.

23 Thank you.

24 MR. DIZOGLIO: Thank you.

1                   Jeff Gibbons.

2                   MR. GIBBONS: Hi, my name is Jeff  
3                   Gibbons. I'm the Chief Financial Officer for  
4                   Oasis Development, and we're a real estate  
5                   company here in Lynn. We're at 100 Monroe  
6                   Street.

7                   We're developing a piece of  
8                   property. It is a couple of hundred feet over  
9                   on the other side of the tracks and doing it  
10                  very successfully, and we're very happy with it.

11                  The only thing I can really add to  
12                  all the specific things that everybody has been  
13                  saying is I'm a relative new comer here as you  
14                  can tell by my lack of accent, I guess, but I've  
15                  been here about 10 years and worked in Boston a  
16                  lot.

17                  And when you go down to Boston and  
18                  you look around Boston in an arch maybe 270  
19                  degrees or so you can see that there is  
20                  communities all around Boston that have been  
21                  developed very successfully and all have had  
22                  just so obvious - all had access to Boston and  
23                  all had very good public access, all had rapid  
24                  transit and also commuter rail.



1                   And you get around to our section  
2                   you can see obviously as everybody said here  
3                   tonight it really isn't there. It isn't as  
4                   effective. It isn't as good.

5                   And it just is absolutely  
6                   necessary. I think I would second what Mayor  
7                   Clancy said and what Deborah Walsh said that it  
8                   is really a necessity.

9                   Boston is the economic engine for  
10                  the whole area. Just have to face it. I don't  
11                  think anybody said that. It really is the  
12                  economic engine of the whole region here and  
13                  access to it is essential.

14                  So I would recommend that however  
15                  you do it and whatever alternative you provide  
16                  however it ends up you should get that rapid  
17                  transit up here and into the City of Lynn. An  
18                  through those other cities if they wish. That  
19                  is certainly their option.

20                  Thank very much.

21                  MR. DIZOGLIO: Thank you.

22                  Peter Griffin.

23                  MR. GRIFFIN: Thank you, Dennis.

24                  name is Peter Griffin. I live at 85 West Shor

1 Road in Windham, New Hampshire.

2 I'm president of an organization  
3 called New Hampshire Railroad Revitalization  
4 Association, which looks at a regional approach  
5 to rail renewal as part of a balanced  
6 transportation system.

7 What concerns me tonight is some of  
8 the dialogue that just looks at the fate of  
9 Lynn, Salem, Peabody in connection with Boston  
10 Essex County extends up to the New  
11 Hampshire border, and I would say look at your  
12 opportunities bond that specifically to  
13 Portsmouth and Manchester.

14 Massport - Logan Airport has  
15 indicated that they want to build a better  
16 relationship with four airports - the Green  
17 Airport in Providence, Worcester Airport, Peas  
18 in Portsmouth and Manchester Airport.

19 I would really like to recommend  
20 that the North Shore look at these opportuniti  
21 of the historic rail lines that have connected  
22 these airports through Essex County into  
23 Boston.

24 Essex County has the enviable

1 geographic opportunity and position of being in  
2 the middle of three major airports - Logan,  
3 Manchester and Pease.

4 Again, historically they were  
5 connected by rail lines. Because the track does  
6 not exist does not mean there is not  
7 opportunity, again, in re-exploring those.

8 I would also like to recommend that  
9 you look at transportation as a support  
10 mechanism not just for the high-tech jobs that  
11 Portsmouth offers but also tourism which is the  
12 universal industry of New England.

13 When jobs rise and fall tourism is  
14 always there. How do we address the  
15 opportunities and to support the money that is  
16 being invested in attracting tourists to the New  
17 England area.

18 Thank you.

19 MR. DIZOGLIO: Thank you.

20 Jamie Flavin.

21 Richard Holbrook.

22 MR. HOLBROOK: Good evening. My  
23 name is Richard Holbrook. I'm president of  
24 Eastern Bank at 195 Market Street here in Lynn.

1                   We have over 550 employees here in  
2                   Lynn and another couple hundred located on the  
3                   border towns that would be served by a propose  
4                   extension of the rapid transit lines.

5                   Last year we had moved about 500  
6                   people into a new building 160,000 square feet  
7                   right across the street from this garage, and  
8                   the reason was that we believed in the City of  
9                   Lynn.

10                   We believe in the North Shore, but  
11                   we believe that the potential for extension of  
12                   rapid transit into Lynn and Salem will enhance  
13                   the value of that building and make our  
14                   employees more accessible to us.

15                   A large number of our employees li  
16                   in the City of Lynn but many more live along t  
17                   route that would be served by Blue Line  
18                   extension.

19                   A few of our employees utilize the  
20                   commuter rail from above our heads to get to  
21                   work here, but most do not. They don't find  
22                   convenient because of the infrequent schedule  
23                   and the high cost.

24                   Eastern Bank has offices in Downto

1 Boston, Malden, Quincy and Salem. We stretch  
2 from Newburyport all the way down to Marshfield  
3 and a large number of our employees from  
4 Downtown Boston live on the South Shore and  
5 drive every day to the MBTA garage in Quincy and  
6 take the Red Line.

7 We also have employees in Malden who  
8 take the Orange Line to Boston and Quincy. And  
9 we have employees who live in Boston who work in  
10 Malden and, in fact, utilize the Orange Line to  
11 get there as well.

12 The rapid transit line make their  
13 commute simple, reliable and inexpensive. We  
14 have many employees who live on the North Shore  
15 who work in Downtown Boston.

16 The commuter rail does not meet  
17 their needs as it drops them off in North  
18 Station while their jobs are in the Financial  
19 District.

20 Instead they drive to Wonderland.  
21 They use that parking lot in Revere, and they  
22 take the Blue Line into town.

23 If we had an extension into Salem  
24 and Lynn they would use it reducing auto

1 traffic. We also have a number of employees  
2 driving back and forth from Boston to Lynn fro  
3 Lynn to Salem and vice-versa.

4 The direction of our traffic is in  
5 both directions all day long for various  
6 reasons. And they would love to take advantag  
7 of a rapid transit solution.

8 What I've related to you is the  
9 impact on our company. But I would like to gi  
10 you a little history.

11 When the Red Line and Orange Line  
12 opened up Quincy and Malden to enormous  
13 expansion opportunities in the Banking Busines  
14 State Street bank opened up a huge facility in  
15 Quincy to take advantage of the Red Line. And  
16 the Bank of New England now Fleet did the same  
17 in Malden.

18 Traffic flowed in both directions  
19 and economic development occurred in those  
20 towns. The same would happen in Lynn. The sa  
21 would happen in Salem if we opened up the  
22 connection to Boston.

23 It would make it easier for the  
24 North Shore companies to recruit people who li

1 in Boston to work on the North Shore, and easier  
2 for North Shore residents to get to their  
3 Boston-based workplace.

4 Eastern Bank would certainly find  
5 easier to recruit the high-tech professionals  
6 that we need who often prefer to live in the  
7 Boston or Cambridge area, but who need to work  
8 in our Lynn facility.

9 It would greatly enhance the value  
10 of North Shore industrial and retail space if  
11 access was improved.

12 In addition, a direct connection to  
13 the airport would be a real boost to the North  
14 Shore economy and greatly reduce the parking  
15 issues that exist at Logan.

16 In summary, Eastern Bank could use  
17 the extension of rapid transit to the North  
18 Shore, to Lynn and Salem in particular.

19 It is offering tremendous benefits  
20 to the residents of North Shore, to employers  
21 the North Shore to land owners and property  
22 owners on the North Shore and Eastern Bank and  
23 its employees in particular. We strongly urge  
24 you to move forward on this proposal.

1 Thank you.

2 MR. DIZOGLIO: Thank you.

3 James Berke.

4 MR. BURKE: James Berke, 10 Eulow  
5 Street, Swampscott. I'm chairman of the Lynn  
6 Business Partnership, and we have been with the  
7 process for 10 years since our inception.

8 And I'm going to use my three  
9 minutes to show the support of our membership,  
10 which I'll also offer into the record.

11 All Care Visiting Nurse Associatic  
12 AT&T Broadband; Bane Skilled Care Residences;  
13 Beden Hardware; Boston Concessions Group;  
14 Bradley, Moore, Primason, Cuffe & Weber ; Cape  
15 & DeJoie Law Offices; James J. Carrigan Law  
16 Offices; Citizens Bank.

17 Thomas P. Costin, Jr.; Crowinshiel  
18 Management Corporation; Cuffe-Mcginin Funeral  
19 Home; Daily Item; Dart World, Inc.; East Coast  
20 Seafood, Inc.; Eastern Bank; Farquhar & Black  
21 Insurance; Federal Realty Corporation.

22 Ferguson Enterprises, Inc.; Fleet  
23 Boston Financial; Girls, Inc.; Grant Iarrobino  
24 Issues Group; Greater Lynn Mental Health &



1 Retardation Association; Greater Lynn Senior  
2 Services; Hall Company; Harbor Companies, Inc.  
3 Horizon's Edge Casino Cruises; A. James Lynch  
4 Insurance; Lynn Area Chamber of Commerce;  
5 LynnArts, Inc.

6 Lynn Community Health Center; Lynn  
7 Ladder & Scaffolding Company, Inc. ;  
8 Massachusetts Electric, a National Grid Company  
9 North Shore Community College; Oasis Developme  
10 Enterprises, Inc. ; Old Neighborhood Foods;  
11 Porthole Restaurant; Project COPE; RESCO, a  
12 Waste Management Company; RFC Financial  
13 Services.

14 Rima Enterprises DBA McDonald's of  
15 Lynn; Scangas Realty; Schwartz & Benjamin, Inc  
16 Serving People in Need (SPIN); Shafner, Keatin  
17 & Cuffe; Simkins/Harvard Folding Box Company,  
18 Inc. ; Sir Speedy Printing; Solimine, Landergar  
19 Rhodes Funeral Homes; Solomon Metals  
20 Corporation.

21 Sovereign Bank of New England;  
22 Standard Associates; Union Hospital;  
23 WFNX/Pheonix Communications Group; Willow Stre  
24 Medical Center.

1 I hope I did that in three minutes  
2 but I think it is important that we've always  
3 been the Lynn Business Partnership and that the  
4 record should show who is part of the  
5 partnership.

6 Thank you.

7 MR. DIZOGLIO: Thank you very much  
8 Jack Suslak.

9 MR. SUSLAK: Good evening, Jack  
10 Suslak, 43 Magnolia Avenue in Lynn. I want to  
11 thank the MBTA for their support so far in this  
12 project.

13 This is a long time coming. I've  
14 actually found out there has been studies that  
15 go back to the 19 teens actually - almost a  
16 hundred years. So it is about time.

17 Lynn used to be a major destination  
18 but plants options went downhill and Lynn is  
19 nowhere what it used to be or what it could be

20 So it is pretty obvious that Lynn  
21 and the North Shore needs improved transit  
22 options.

23 The Blue Line is a great idea, but  
24 I'm not so sure if the Feds or the MBTA will

1 allowed to do it.

2 That's why I'm worried that the MBTA  
3 is focusing too much on Blue Line to Lynn and  
4 closing off necessary alternatives like David  
5 Pelletier's Coastal Corridor and the proposal  
6 brought by Dan Lauzon.

7 Also, important things include South  
8 Salem Station, which has already been brought  
9 up, but its important for Salem State College  
10 and Marblehead and that area.

11 Parking enhancements and station  
12 improvements are necessary especially in Salem  
13 and Lynn. It is basically a platform and a  
14 shelter. They need real stations.

15 If you have real stations real  
16 people might come to our stations and even  
17 more.

18 Also previously mentioned the  
19 tourism - economic and commercial developments  
20 will happen in both in Lynn and Salem if the  
21 Blue Line is happening, and it will be an  
22 exciting world if the Blue Line is part of it.

23 Also, the MBTA also needs to look  
24 other rights of way including the Saugus

1 branch. And as someone else just mentioned  
2 historic rights of way that would improve  
3 airports and other areas that are not necessary.

4 Just because you haven't - they are  
5 not there now doesn't mean if you really look at  
6 them that people would not use them.

7 The solution also must be compatible  
8 with other projects like North/South Rail Link,  
9 Big Dig, Urban Ring, airport extension, et  
10 cetera.

11 And it needs to effect and improve  
12 the whole county not just Lynn itself. The  
13 whole region. Please don't let this be another  
14 wasted opportunity.

15 The North Shore needs this study and  
16 I would hope to see in my lifetime something  
17 feasible become a reality and improve the whole  
18 region on a whole.

19 Thank you and good night.

20 MR. DIZOGLIO: Thank you.

21 Richard Rehal.

22 MR. REHAL: My name is Richard  
23 Rehal, and I live at 150 the Lynnway right here  
24 in Lynn.

1 I'm very proud to have lived in an  
2 worked in Lynn most of my life. I'm also  
3 regional manager for Eastern Bank right here in  
4 Lynn right down the street here on Market  
5 Street.

6 And I'm also the immediate past  
7 president of the Lynn area Chamber of Commerce  
8 And I also echo the words of our executive  
9 director who spoke earlier Kevin Donahue with  
10 respect to the Chamber's stance on the Blue  
11 Line.

12 I'd like to revisit how my hair goes  
13 gray during this long journey that we've been  
14 on.

15 I graduated Lynn Classical High  
16 School in 1960, again, right down the street.  
17 Shortly thereafter I attended my very first game  
18 of the Boston Patriots at Boston University  
19 Field.

20 Some of you will remember that the stadium  
21 was also called Brave's Field. That was in the  
22 American Football League.

23 And guess what - shortly thereafter  
24 I raised my hand as a good corporate citizen.

1 said that I would like to become a member of  
2 what I thought was one of the first study  
3 committees of the Blue Line.

4 And we've heard earlier tonight th  
5 was decades earlier. And I really believed in  
6 the process in the Commonwealth of  
7 Massachusetts.

8 I really believed then in the MBTA  
9 that we'd have a great opportunity to bring th  
10 Blue Line into Lynn - boy, was I wrong.

11 One of those meetings just like  
12 tonight took place again right down the street  
13 at the Salvation Army.

14 I threw away boxes of records that  
15 the Commonwealth and the T prepared that were  
16 useless of study money that was paid by the  
17 citizens of the Commonwealth of Massachusetts  
18 for something that the T knew was never, never  
19 going to happen.

20 Several decades of studies later -  
21 guess what - we're all here tonight still in t  
22 study mode.

23 Meanwhile, during that same period  
24 of time the Boston Patriots moved onto Fenway

1 Park, the Boston Patriots then moved onto  
2 Harvard Stadium.

3 I became a season ticket holder when  
4 they moved over to Boston College. I'm still a  
5 season ticket holder when the facility became  
6 known as Schaffer Stadium, and eventually it  
7 turned out to be Foxborough Stadium.

8 You know what - the Patriots did  
9 it. They are the World Champions. They won the  
10 Super Bowl, but we're still talking. We are  
11 still talking without the desired action.

12 I believe in the Patriots, and I'm  
13 very much encouraged by the participation here  
14 of Dennis DiZoglio, because I had an opportunity  
15 to meet Dennis as a banker when he worked for  
16 Mayor Turegion over at Peabody.

17 And I very much believe that he is  
18 here trying to do the right thing. So maybe  
19 this can happen.

20 The staff that I have working for  
21 here in Lynn - we have a very, very rich  
22 multi-cultural community in this city. And I  
23 got people that work for me that I believe are  
24 much smarter than me because I only speak one

1 language and they speak four or five.

2 And these people cannot get to my  
3 Boston offices to help me out to cover branches  
4 in there and they have an opportunity to grow  
5 their careers because we can't put them on the  
6 Blue Line from here on.

7 I'd like to conclude by saying that  
8 we've got to stop the studies. We have got to  
9 start the extension of the Blue Line to Lynn.  
10 And I really ask you people to earn back the  
11 respect of the great people of Lynn.

12 MR. DIZOGLIO: Thank you.

13 John Deacon.

14 MR. DEACON: Good evening. My name  
15 is John Deacon, and I'm the transportation chair  
16 of the Greater Boston Group of Massachusetts  
17 Sierra Club.

18 Sierra Club is a national  
19 environmental organization, and we're here  
20 tonight because this project has the potential  
21 to both either do a lot for the entire area or  
22 as the gentleman preceded me said to do  
23 absolutely nothing.

24 One thing I think really needs to



1 done - I'll say it really once more - is that a  
2 meeting needs to be held in Salem.

3 A lot of people have mentioned  
4 that. An evening meeting - a well-publicized  
5 meeting needs to be held in Salem on this  
6 issue.

7 The potential for nothing happening  
8 is real. There are a lot of projects out  
9 there. And we've been following - Sierra has  
10 been following them.

11 And when you look at the bottom line  
12 and you add them all up there is a real  
13 competition out there for available funding.

14 I see in the short-run the potential  
15 for possibility of doing that Wonderland  
16 Commuter Rail combination station in Revere, but  
17 besides that I'm not too sure that any extension  
18 of the Blue Line was going to be in foreseeable  
19 future.

20 Therefore, you really need to look  
21 at other alternatives. And the most viable  
22 alternative we've seen for this corridor is the  
23 creation of reasonable rail system based on  
24 improvements to what we now call the existing

1 commuter rail system.

2 And this is being done in a lot of  
3 cities throughout this country and also Europe

4 It is extremely important that thi  
5 consideration - that this option be considered  
6 And under preliminary alternatives we would li  
7 to see it as a separate item, not bundled into  
8 the transportation system management.

9 It would include more frequent  
10 service, different equipment, potential of  
11 electrification and a whole range of things.

12 If any proposal is presented that  
13 would actually surpland existing commuter rail  
14 service with any sort of other service - the  
15 Blue Line or anything else - then this process  
16 would really have to be thrown over into the  
17 entire corridors and then all the way up to Ne  
18 Hampshire.

19 Because the implications and the  
20 controversy around that would be tremendous.  
21 I'm just mentioning that.

22 The short-run improvements to  
23 commuter rail service that will create a  
24 regional rail system.

1           There are long-term improvements  
2 including the north/south rail line which would  
3 enable people to travel not only to Boston but  
4 through Boston.

5           And remember there is another end  
6 the Blue Line. It is in Boston and right now  
7 the Blue Line is not the most - the best option  
8 for a lot of people simply because of where it  
9 terminates now.

10           So you have to look at both ends of  
11 that. So in the short-run you need to look  
12 regional based on existing commuter rails  
13 including Salem.

14           And in the long-run you need to  
15 include looking at the north and south rail line  
16 and the whole range.

17           And one final thing, the definition  
18 needs to be changed so that the commuter rail  
19 also qualifies as well as rapid transit. That  
20 is extremely important.

21           MR. DIZOGLIO: Thank you.

22           Mark Kennard.

23           MR. KENNARD: My name is Mark  
24 Kennard. I'm the executive director of Project

1 Cope. We're a community-based nonprofit compa  
2 that was mentioned and a member of the Lynn  
3 Business Partnership.

4 Lynn as you may or may not know is  
5 rich heritage for supporting nonprofits. Ther  
6 are up to 50 nonprofits. Not only Social  
7 Service agencies like Project Cope, but also  
8 organizations that provide a recreation,  
9 education, medical services, arts and cultural  
10 services. Historical service and a wide varie  
11 of other services for the Citizens of Lynn.

12 In transportation terms the fuel  
13 that runs nonprofits is staff - is people. In  
14 recent survey of 20 nonprofits in Lynn we  
15 discovered that among us we had 1,600 employees  
16 roughly 60 percent reside in Lynn. The other  
17 approximately 700 employees commuted into Lynn  
18 everyday.

19 These employees require low cost  
20 off-peak transportation, and that's why I'm ho  
21 to throw our support to the Blue Line  
22 extension.

23 It is crucial to the continued  
24 economic development of Lynn that we have the

1 Blue Line coming right into the city - either  
2 plans three or four.

3 Thank you.

4 MR. DIZOGLIO: Thank you.

5 Steve Walsh.

6 MR. WALSH: My name is Steve Walsh  
7 I'm the executive director of LynnArts, Inc.,  
8 here in Lynn in Central Square.

9 First I just want to thank you folks  
10 for being here. I was at the last hearing, and  
11 I know it is a long night. And we appreciate  
12 you coming back.

13 I do hope you didn't take public  
14 transportation because you'll be staying with  
15 tonight. You can't get out of Lynn after dark  
16 is one of the problems.

17 Two major points is access and  
18 economic development. And we need those in  
19 Lynn. We don't have them right now.

20 There are certain folks that think  
21 that those can be negative aspects, but as we  
22 look at other communities and what has happened  
23 there we find no negative. No negative in  
24 Quincy. No negative in Malden. No negative in

1 South Boston. No negative in Jamaica Plane, a  
2 certainly no negative in Davis Square in  
3 Somerville.

4 Davis Square, Somerville was in  
5 worse shape 15 years ago than Central Square in  
6 Downtown Lynn. And then they busted Davis  
7 Square open with the Red Line and in followed  
8 business, in followed artists and in followed  
9 residents.

10 And that's what needs to happen in  
11 Downtown Lynn, and that's what can happen. It  
12 is about three major things.

13 Education - first under education.  
14 We're in this great facility in North Shore  
15 Community College. North Shore Community  
16 College is bursting at the seams.

17 They are looking to acquire more  
18 space. They are looking to expand, but student  
19 can't get to the college, and students from Lynn  
20 can't get to colleges outside the city for  
21 education including Salem State as a matter of  
22 fact.

23 Now, I had an intern at LynnArts  
24 last semester - Lisa from the North Shore

1 Community College who lived over in Dorchester

2 She took the Red Line over to Park  
3 Street, took the Green Line over to North  
4 Station and took the commuter rail out to Lynn

5 But she had a small child -  
6 single-parent home, and eventually she had to  
7 leave LynnArts, and more unfortunately she had  
8 to leave school.

9 And that's a woman who was trying  
10 do it. She was trying to make it happen, and  
11 she was trying to get an education, and there  
12 was no access to education for her.

13 And the second thing is business.  
14 Lynn is an interesting place, and it is so  
15 ironic that when the Transatlantic Cable came  
16 Lynn I think a year and a half ago now under the  
17 guidance of the mayor's office and the office  
18 economic and community development Lynn became  
19 the Transatlantic Cable made Lynn the fastest  
20 cyber access anywhere in the state.

21 Yet we're 30 years behind the curve  
22 in terms of transit access. Now, that's okay.  
23 I'm not going to complain about 30 years. I  
24 wasn't here 30 years ago. So it doesn't really

1 affect me.

2 Because it happens today and the  
3 fact that you're still here listening means it  
4 is still alive and it can still happen, and th  
5 will turn it around.

6 The central business district in  
7 Lynn has been shrinking. The core of Downtown  
8 Lynn has been shrinking. That is something th  
9 the Blue Line or any rapid transit to the  
10 Central Square area will turn around.

11 And lastly I'll finish with the  
12 arts. Running an art center we have 12 studio  
13 artists in our building. We have seven more i  
14 another location, and 12 more in a location th  
15 isn't under LynnArts but is also artists.

16 Artists turn communities around.  
17 They are the pioneers. They did it in JP. Th  
18 did it in Providence. They did it in South  
19 Boston, and they certainly did it again in Dav  
20 Square.

21 They're coming to Lynn. Where  
22 artists come business follows, but the artist  
23 have a difficult time getting around, too. Th  
24 don't have cars either. They need rapid



1 transit.

2 And lastly is residents. We need  
3 residents in the downtown. Eventually we're  
4 there are going to be some condominiums in the  
5 downtown and residents are going to be - with  
6 the crisis in residence we're going to need to  
7 put housing at some point in condominiums in o  
8 town.

9 People need to get in and they need  
10 to be able to get out. All of those things ad  
11 up to access and economic development.

12 There is only ways to find positiv  
13 from that. Thank you very much for your time.

14 MR. DIZOGLIO: Thank you.

15 Alan MacMillan.

16 MR. MACMILLAN: Thank you. Alan  
17 MacMillan, 42 Mount Pleasant Street Rockport,  
18 Mass., chairman of the Rockport Conservation  
19 Commission.

20 Thank you all for being here. Th:  
21 appears to be an advocacy program for the Blue  
22 Line extension rather than serious public  
23 transportation improvements for the North  
24 Shore.

1 I remind everyone, again, of the  
2 state of economic affairs of the United States  
3 which the gentleman from Eastern Bank should be  
4 well aware of.

5 Right now the Blue Line extension  
6 2002 dollars is going to cost over a billion  
7 dollars.

8 By the MBTA's own study, which no  
9 one here was given tonight, the MBTA estimates  
10 it would be \$13,000 per new rider to practice  
11 transportation system management and improve  
12 commuter rail.

13 It would be \$52,000 - four times as  
14 much - to improve - to build the Blue Line to  
15 Salem. So you are talking four times the  
16 expense.

17 We don't have the money as several  
18 people - the gentleman from the Sierra Club also  
19 pointed out.

20 Again, in terms of alternatives I  
21 still don't hear serious discussion of  
22 alternatives. What about bike paths to all the  
23 commuter rail stations.

24 Under transportation system

1 management, which is in this brochure page 8,  
2 No. 2, there are three things that would help  
3 tremendously.

4 The biggest problem is parking. You  
5 can spend the money to build the Blue Line and  
6 parking or you can just build new parking for  
7 the transportation systems we have.

8 We need folding high-level platform  
9 at all the stations, which the previous  
10 gentleman mentioned would speed up passenger  
11 loading and unloading.

12 We could shorten the commute times  
13 on all trains by a minimum of five minutes if  
14 you have folding high-level platforms.

15 You need more trains - that was  
16 mentioned - to increase the frequency to 15  
17 minutes you need more trains.

18 I would like also to point out to  
19 all the people who say there is no reverse  
20 commute, there isn't enough transportation to  
21 Lynn.

22 Between 6:18 and 12:07 a.m. in the  
23 morning there are 14 trains that stop at Lynn  
24 going into Boston. That same time there are

1 seven trains that leave Boston coming to Lynn.  
2 From 1:07 p.m. until 11:55 p.m. in  
3 the evening there are 10 trains going into  
4 Boston.

5 Between 12:15 noontime and 12:10  
6 a.m. in the morning - 12:10 midnight there are  
7 18 trains coming back out of Boston. Yes. You  
8 can get out of Lynn after dark. Even right up  
9 until after midnight.

10 Thank you very much.

11 MR. DIZOGLIO: Thank you.

12 Alice Segel.

13 MS. SEGEL: My name is Alice Segel  
14 I reside at 48 Main Street in Rockport.

15 And I'd like to just ask you why y  
16 don't just look at it really as a regional  
17 issue. Tonight I'm just hearing, you know, wh  
18 it is going to do for Lynn and what it is goin  
19 to - what ill-effects it is going to do for  
20 Salem, but what about the rest of the North  
21 Shore.

22 And I think that you should really  
23 really focus on historically what the  
24 transportation system has been in the North

1 Shore.

2 And as far the rail lines that use  
3 to go out to Saugus from the coast and also ou  
4 through Peabody and up to Danvers.

5 I know part of Danvers has been  
6 turned into a bike bath, but those historic  
7 paths that would connect to like a large highw  
8 where you could feed into the commuter rail th  
9 goes along the coast already.

10 I just think it is, you know, the  
11 Blue Line - I don't know why they want to exte  
12 it to Lynn. It just seems redundant.

13 Where if you look at the overall  
14 regional where you would get more riders you  
15 would have more riders if you connect up - if  
16 you consider those in the Saugus line.

17 I don't know how far it goes out  
18 over to the left there or to the west, and als  
19 that Peabody line.

20 Because that is right near - I mea  
21 Mavroules - he got that industrial park built  
22 right off of 128 with all kinds of connectors  
23 off of 95.

24 You laugh. That's what happened.

1 MR. DIZOGLIO: Mayor Turegion did  
2 that, but go ahead.

3 MS. SEGEL: Mavroules started that  
4 all right, because they always been talking  
5 about that connected to Salem and to enhance  
6 Salem.

7 The other thing I would like to see  
8 is coming to public meetings all we get fed  
9 first is the politicians point of view. We need  
10 to hear people that are in the audience and the  
11 citizens that have some intelligent critique  
12 first before we sit through and listen to the  
13 same old same old from all the politicians.

14 We've been listening to them for a  
15 long time. They haven't solved the problem.  
16 Let's listen to the people that work and live  
17 this environment.

18 Thank you very much.

19 MR. DIZOGLIO: Okay. Thank you very  
20 much for coming this evening. If you are going  
21 to submit written comments, as we hope, that you  
22 put your name and address on the written  
23 comments.

24 There are forms back there. And v

1 will be back telling you the progress of the  
2 study and hopefully you will be able to  
3 participate and give us some feedback.

4 Again, thank you very much for  
5 coming.

6 (Whereupon at 9:40 p.m. the hearing  
7 adjourned)

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

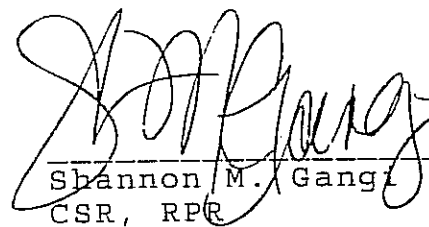
24

CERTIFICATE

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

Commonwealth of Massachusetts  
Middlesex, ss.

I, Shannon M. Gangi, a Notary Public and Registered Professional Reporter, do hereby certify that the foregoing record, page 1 through 155, inclusive, is a complete, accurate and true transcription of my stenographic notes taken in the aforementioned matter to the best of my skills and ability.

  
Shannon M. Gangi  
CSR, RPR

My Notary Public expires:  
March 29, 2009



**Appendix L**  
**Written Public Comments**



# Councilor Michael Bencal

Received  
4/24/02

P.O. Box 525  
Salem, MA 01970  
Tel/Fax 978.744.5946

25 April 2002

Mr. Stephen Woelfel, Project Manager  
Planning Department  
MBTA  
10 Park Plaza  
Boston, MA 02116

RE: North Shore MIS/EIS

Dear Mr. Woelfel;

Rail enhancements, for the City of Salem, are long overdue and eagerly anticipated. Salem Station is not only the most active station north of Boston, but also suffers from neglect and proper infrastructure support. Therefore, I find it imperative to forward you my comments, requests, and observations relative to the planned rail upgrade.

First of all, the ability of the Salem rider ship to have available high-speed rail service is paramount to foster the future growth of Salem. Salem does not have the benefit of a roadway structure capable of handling many more vehicles and must rely on alternative forms of transportation. Therefore, the only way Salem can free itself from the transportation stranglehold it now faces is via the rails.

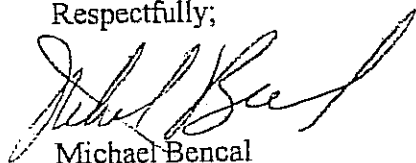
Based upon all the options currently under review I find that the Coastal Corridor proposal to be the most economically sound, environmentally safe, and commuter friendly scheme. This proposal, as the trains would run on existing tracks, would not require any land taking or worse yet residents dislocations. Compared to a number of other options, additional construction would be minimal and the environmental impact would be minimal. Further, by the MBTA's own statistics, under the Coastal Corridor proposal rider ship would increase while operating costs would decrease. This is truly a win-win situation.

Options three and four provide the greatest impact on Salem, while providing no additional benefit to the City. Land taking, bridge and rail construction, as well as the necessity to build additional stations would price these proposals out of sight. In order to receive Congressional support, and in light of the Big Dig fiasco, we need to be as fiscally responsible as possible.

Option one keeps rail service at the status quo. Since the Blue Line extension was first proposed in the 1970's, we have had to live with this status quo. Commuter rail north of Boston has become the ugly stepsister to its South Shore counterpart. The communities north of Boston can no longer afford to be given hand me down equipment and second rate stations. We need commuter relief now! Access to high-speed rail is that relief.

However, of vital importance and regardless of the rail solution selected, it is imperative that a systematic approach be used in finding a solution to Salem's transportation problems. Salem and the Commonwealth are looking at a number of capital projects that will have a major impact on the quality of life, not only for my constituents, but also for all of Salem and those who transit our city. Projects such as the MBTA garage, the new Superior Court, the North Street upgrade, and the Bridge Street bypass project must be planned and constructed in a collaborative environment or the result will be disastrous. Further, as a councilor who represents the North Salem neighborhoods, I must insist that the impact upon Route 114 (North Street) be assessed and a solution to its traffic problems be sought as part of this planning process. Upon completion of the above listed projects, we can only expect an even greater number of vehicles to be utilizing our already overcrowded streets. It would be incumbent on us to know just what we will do with all those cars.

Respectfully;



Michael Bencal

Councilor for Ward Six

Cc Hon. S. Usovicz Jr, Mayor  
J. Walsh, City Planner



Date:

4/29/02

U.S. Environmental Protection Agency  
One Congress Street  
Boston, Massachusetts 02114  
Office of the Regional Administrator  
Phone: (617) 918-1012  
Fax: (617) 918-1029

PLEASE DELIVER TO: Stephen Woelfel

Fax No. 617 222 6181

Pages to Follow: 5

From: Timothy Timmerman

---

---

Comments:

Nice to speak with you this morning -  
here are our scoping comments. We look forward to  
working with you + the RFA on this project.  
Best,  
Tim



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
REGION 1  
1 CONGRESS STREET, SUITE 1100  
BOSTON, MASSACHUSETTS 02114-2023

OFFICE OF THE  
REGIONAL ADMINISTRATOR

April 25, 2002

Stephen Woelfel  
Project Manager, Planning Department  
Massachusetts Bay Transportation Authority  
10 Park Plaza, Room 5750  
Boston, MA 02116

RE: North Shore Transit Improvements Project (between Revere and Salem, Massachusetts)

Dear Mr. Woelfel:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act and Section 404 of the Clean Water Act, we are pleased to comment on the proposed scope of analysis for the Environmental Impact Statement (EIS) that will be prepared by the Federal Transit Administration (FTA) and the Massachusetts Bay Transportation Authority (MBTA) for the North Shore Transit Improvements project.

According to the Notice of Intent (NOI) the project will improve transit service along the densely populated corridor between Revere and Salem, MA. These improvements are intended to improve access to primary employment centers along the corridor, particularly in the cities of Lynn and Salem. They will also provide more frequent transit service from these cities into Boston, creating a viable transit alternative for people who live in Boston and need to "reverse commute" to worksites within the corridor. Alternatives to be examined include No Action, Transportation System Management (TSM), Blue Line extensions, and a Blue Line/Commuter Rail Intermodal facility in Revere.

By improving the quality of transit service offered in this congested corridor the project provides an exciting opportunity to be a more reliable alternative to traveling by single occupancy vehicle. As such, the objectives of the project are consistent with two important environmental goals of EPA, namely, improving air quality and promoting smart growth. However, we are aware that some of the alternatives under consideration could have a significant impact on the environment through impacts to wetlands and aquatic ecosystems, areas of significant ecological value, and environmental justice populations located in portions of the study area. Consequently, the EIS needs to present a thorough assessment of the full range of potential environmental impacts of the project alternatives (both positive and negative) to support sound decision-making by the FTA/MBTA.

617-818-1010

Internet Address (URL) - <http://www.epa.gov/region1>

Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 30% Postconsumer)

APR. 29. 2002 9:24AM

US EPA REG. ADMIN

NO. 0224 P. 3

-2-

Based on our review of available information, we believe the NOI identifies many of the environmental concerns that should be fully examined in the EIS. We are specifically concerned about impacts to wetlands, air quality, land use/livability, and environmental justice communities. Our specific comments related to the scope of analysis for the North Shore Transit Improvements Project follow.

#### — Air Quality Analysis

As you know, eastern Massachusetts is currently violating the national ozone standard, placing millions of residents at risk for aggravated lung conditions, including asthma and other health problems. And while air quality has improved over the past twenty years, the region still experiences a number of days of unhealthful air each summer. Last summer, unhealthful air quality was registered on twenty seven different days in Massachusetts. The transportation sector is one of the largest sources of air pollution in the Commonwealth, accounting for roughly one half of the pollutants that cause summertime smog. Improvements to public transportation are a critical part of the overall effort to meet air quality goals.

The air quality analysis in the EIS should include a thorough analysis of the air quality emissions of the proposed alternatives versus the no build condition and should document emissions from commuter trains, extension of the Blue Line and the TSM alternative. The analysis should examine expected impacts of the alternatives on ozone precursor emissions, NO<sub>x</sub>, and VOC, as well as carbon monoxide (CO), and particulate matter (PM). It should also include an evaluation of predicted greenhouse gas emissions from the project. My staff would be pleased to review any air quality analysis protocol developed for the project. Furthermore, when the air quality analysis protocol is completed, EPA would be willing to meet with the project sponsors, the air quality consultant for the project and Massachusetts Department of Environmental Protection to discuss the air quality models, methodologies, parameters and assumptions to be used in the air quality analyses. Donald Cooke of EPA's Office of Environmental Protection should be contacted directly at 617-918-1668 with any specific questions regarding the scope of the air quality analysis.

#### Smart Growth/Land Use Impacts

The North Shore Transit Improvements Project has the potential to facilitate smart growth in the area between Revere and Salem by providing opportunities for compact, mixed-use, transit-oriented development that supports the surrounding neighborhoods. Carefully designed and sited business and residential development in the vicinity of new transit stations should help reduce growth in air pollution emissions. Each alternative evaluated in the EIS should be examined for its potential to encourage this kind of transit-supportive land use. We recommend that the MBTA and FTA start working now with the communities in the study corridors to obtain their input and then as preferred alternatives become more obvious, to help them plan for their future land use as improved transit services become available. Lessons learned as a result of the Boston Redevelopment Authority's current efforts to encourage transit-oriented development at selected

APR. 29. 2002 9:25AM

US EPA REG. ADMIN

NO. 0224 P. 4

-3-

stations, and other similar efforts, should be applied to this project to improve the level of communication and coordination with community groups on this kind of development. EPA also suggests that, where possible, the analysis should look at the potential for these improvements to connect with already existing, or planned, transit improvements such as the Urban Ring, in order to maximize the potential of the whole MBTA system. My staff would be pleased to help with your work to encourage transit-supportive land use.

### Environmental Justice

EPA New England has a strong commitment to promote the principles of Environmental Justice that are outlined in Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. According to the Executive Order, "Each Federal Agency shall analyze the environmental effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). Mitigation measures outlined or analyzed in an environmental assessment, environmental impact statement, or record of decision, whenever feasible, should address significant and adverse environmental impacts of proposed Federal actions on minority communities and low-income communities." As part of our strategy to implement this Executive Order, EPA New England has prepared maps to identify potential Environmental Justice areas, using criteria approved by the EPA New England Environmental Justice Council. Several of the communities in the proposed project area have been positively identified as potential Environmental Justice areas. These are Chelsea, Lynn, Revere, and Salem. Because of the potential vulnerabilities of these communities we strongly advise the MBTA and FTA to evaluate the proposed project in light of environmental justice principles. EPA defines environmental justice to mean the fair treatment of people of all races, cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws and policies, and their meaningful involvement in the decision-making process of the government. EPA is willing to work with the MBTA and FTA to help shape the evaluation so that environmental justice principles are fully considered. Please feel free to contact Kathy Castagna, of EPA's Office of Civil Rights and Urban Affairs, at 617-918-1429 to discuss this issue further. The FTA/MBTA should also recognize that the Commonwealth of Massachusetts has a draft Environmental Justice Policy. Ms. Veronica Eady, Director of the Massachusetts Executive Office of Environmental Affairs Environmental Justice Program, should be consulted for information regarding that policy.

### Wetland Issues

The NOI describes five alternatives that would be considered in the EIS. These alternatives have varying degrees of potential to impact wetlands and other aquatic resources. The EIS should provide the following information:

- a detailed description of the wetlands/waterbodies along the alternative routes that

APR. 29. 2002 9:25AM

US EPA REG. ADMIN

NO. 0224 P. 5

-4-

includes their location as well as an assessment of their functions and values;<sup>1</sup>

- a description of the portions of construction work that will involve placing fill material in wetlands or other waters of the United States that will be subject to the permit requirements of Section 404 of the Clean Water Act. Fill activities must comply with EPA's regulations issued under Section 404 (b) (1), referred to as "EPA's 404 Guidelines", which require the following: that there be no practicable, less environmentally damaging alternative to the proposed action; that the activity not cause or contribute to violations of state water quality standards or jeopardize endangered or threatened species; that the activity not contribute to significant degradation of waters of the United States; and that all practicable and appropriate steps be taken to minimize potential adverse impacts to the aquatic ecosystem (Section 230.10). The guidelines further establish a presumption, which the applicant has an opportunity to rebut, that for projects that are not water-dependent, a practicable alternative to the filling of wetlands exists;
- an evaluation of alternative alignments that could avoid impacts to wetlands;
- disclosure of any unavoidable impacts to wetlands, surface water resources (impacts to rivers/streams quality and flow), wildlife. These impacts include but are not limited to: direct filling of wetland for construction and/or operation; temporary impacts to wetlands resulting from access to wetland areas for construction purposes; clearing impacts resulting in a change of cover type within a wetland; indirect impacts resulting from erosion or sedimentation into wetlands or waterbodies; and secondary impacts which can result from construction of the project;
- documentation of proposed mitigation to compensate for unavoidable wetland losses and impacts to state and federally listed endangered species;
- a description of stormwater management practices;
- an outline of construction practices which will be utilized to minimize wetland impacts. Specifically, standard conditions to protect wetlands should be documented in addition to steps which may be taken to reduce impacts to particularly sensitive areas that may be affected by the project. This analysis should include a discussion of marsh areas near the project subject to ongoing restoration activities.

---

<sup>1</sup> We suggest that the wetland assessment be prepared in a manner consistent with the Army Corps of Engineers New England District (formerly the New England Division) descriptive approach to wetland assessment as presented in "The Highway Methodology Workbook Supplement Wetland Functions and Values A Descriptive Approach", NEDEP-360-1-30a, dated November 1995.



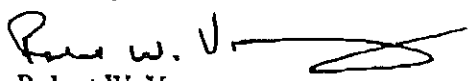
Alternatives three, four and five have the potential to impact wetland resources. Alternative three, extending the Blue Line to Salem using narrow gauge track, raises navigation issues (crossing of the Saugus River with a fixed span bridge), and concerns about stormwater management, floodplain impacts, and impacts to an adjacent saltmarsh restoration project that should be considered as this alternative is developed and evaluated.

Impacts to the Rummey Marshes Area of Critical Environmental Concern (ACEC) and the City of Revere's proposed Oak Island Salt Marsh Restoration project should be a significant focus of the discussion of the impacts associated with alternative four. Specifically, since the current main line route uses a trestle bridge, it is unclear why a new fixed span bridge would be required for this alternative. If a new track is proposed adjacent to the existing main line to separate commuter rail operations, a significant adverse impact to wetlands would likely result. While new construction on a viaduct may be possible, and would clearly lessen the direct impacts as compared to embankment fill on the salt marsh, viaduct construction would cause shading impacts to salt marsh vegetation and the construction and operations of the rail line may still result in significant impacts to the salt marsh. The EIS should fully explore this issue.

Based on wetland impacts, alternative five may represent the least environmentally damaging practicable alternative due to its relative lack of potential impacts. The EIS discussion of this alternative should describe its relationship to the Central County Ditch systems to the east and west of the main line track. Specifically, the EIS should explain how this alternative would be developed to protect existing resources, those resources subject to ongoing restoration efforts (e.g. the City of Revere's Oak Island Salt Marsh Restoration project), and how the development of an intermodal rail facility at the site might lead to wetland restoration activities and drainage improvements. EPA is willing to participate in discussions about the design and evaluation of each of these alternatives. Please contact Ed Reiner of EPA's Office of Ecosystem Protection at 617-918-1692 for additional information.

EPA appreciates the opportunity to comment on the scope of the EIS for this project and looks forward to working with the FTA and MBTA during the development of the scope of work. Please feel free to contact Timothy Timmermann of EPA's Office of Environmental Review at 617-918-1025 with any questions or comments regarding this letter.

Sincerely,



Robert W. Varney  
Regional Administrator

cc:

- Peter S. Butler, Federal Transit Administration
- LeAndrea Dames, Executive Office of Environmental Affairs, MEPA Unit
- Steve Lipman, Massachusetts Department of Environmental Protection



*Received  
4/11/02*

# EDIC/LYNN

Economic Development & Industrial Corporation of Lynn  
37 Central Square • Lynn, MA 01901 / 781-581-9399  
FAX 781-581-9731  
www.lynndevelopment.com

Edward J. Clancy, Jr.  
Mayor

Peter M. DeVeau  
Executive Director

Charles J. Gaeta  
Chairman

April 8, 2002

EDIC/Lynn  
Economic  
Development  
& Industrial  
Corporation of Lynn

Mr. Stephen Woelfel  
Massachusetts Bay Transit Authority  
Planning Department  
10 Park Plaza, Rm. 750  
Boston, MA 02116

LMFC  
Lynn Municipal Finance  
Corporation

**RE: Comments: *North Shore Transit Improvements between  
Revere & Salem, MA  
Draft Environmental Impact Statement***

To Whom It May Concern:

When we begin to think about the environmental impacts of a given project one immediately envisions pictures of estuaries and bays that line our coastlines, the marshes that abut our rivers or the habitat that nourishes our sea life.

But quite frankly, it is time we consider the environs of the people who live in our City, the 90,000 people who reside here and their desire for a better life.

The Blue Line Extension to Lynn is a most unique project in that it garners support from nearly every corner of the community. Our state delegation is perhaps the strongest ally for the project. The Congressman who represents the entire North Shore region has been a key ally in securing federal funding for this study phase of the project.

The business community led by the Lynn Business Partnership and Lynn Area Chamber of Commerce has made the project their key economic development goal for the last decade.

The neighborhoods, which abut the project as well as the sections of the community to the west and north, have time and time again cited rapid transit as a key to economic revitalization.

On three different occasions in the last 8 years when the City of Lynn embarked on a strategic planning process as part of the Downtown Comprehensive Planning effort, the Enterprise Zone and subsequent Empowerment Zone Planning efforts, there was a clear consensus reached by neighborhood and business interests alike that rapid transit was necessary for long term and sustainable economic development.

This project is important to our current employers who when faced with a decision to move from or expand in Lynn can see the project as means to expand their employment base.

For those of whom that look to Lynn as a possible site to move, most of whom I have met with over the last 10 years, the key question has always been, how do I get my employees here? Despite major improvements in Route 129 and the Lynnway as well as soon to be opened Route 1A Connector to the Mass Turnpike it goes without saying that it takes too long to get to our commercial center from the interstate system.

For our current residents many of whom are without the benefit of motor vehicles, rapid transit provides new opportunities for better jobs in the Boston and Cambridge markets, in a timely, efficient and economically viable alternative.

When looking at the impacts of the project, let's look at what will happen if the Blue Line comes to Lynn! First, many of our older buildings in Lynn which still remain and which once functioned as manufacturing space, never to be used for that purpose again, will receive a second life as affordable housing, artist live & work space or as office space.

Quite possibly when the General Electric Company makes the decision to take advantage of their excess capacity at both the River Works and West Lynn sites, and that time is coming, we would have planned for that eventuality with a rapid transit stop at that complex. Just picture the Cummings Center in Beverly and ask the question, What If?

Yes, those things could happen in Lynn, just as they have occurred in Quincy, Braintree, Malden and Somerville.

We hear the buzz words such as sustainable development, abating suburban sprawl, discouraging motor vehicle use, yet the State fails to support projects that work toward achieving those goals.

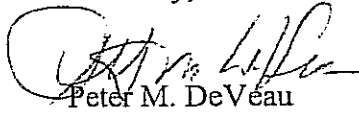
So it is about time that we consider the environment and the habitat for the 90,000 residents who reside in this City who face the same struggle for good jobs, good

wages and good schools that are faced by millions of Americans every day. The Blue Line Extension is a piece of the answer to that struggle.

If it were a snail darter, northern spotted owl or manatee the Department of Interior would be spending billions to protect its habitat. However, in this particular situation we're just talking about "Lynn" and the "people" who live here and they don't really count.

It's about time we put everything we've learned over the last 250 years in building public works projects, and be sensitive to all environmental issues and get on with the job of completing the Blue Line to Lynn.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter M. DeVeau". The signature is written in a cursive style with a large initial "P" and "D".

Peter M. DeVeau  
Executive Director



# City of Salem, Massachusetts

Office of the City Council  
93 Washington Street  
Salem, Massachusetts 01970

COUNCILLORS-AT-LARGE

2002  
LAURA A. DETOMA  
THOMAS H. FUREY  
KEVIN R. HARVEY  
ARTHUR C. SARGENT, III

REGINA R. FLYNN  
PRESIDENT  
DEBORAH E. BURKINSHAW  
CITY CLERK

WARD COUNCILLORS

2002  
CLAUDIA CHUBER  
REGINA R. FLYNN  
JOAN B. LOVELY  
LEONARD F. O'LEARY  
KIMBERLEY L. DRISCOLL  
MICHAEL BENCAL  
JOSEPH A. O'KEEFE, SR.

April 18, 2002

Mr. Stephen M. Woelfel, Project Manager  
MBTA Planning Department  
10 Park Plaza  
Boston, MA 02116

Re: Comments on Preparation of Environmental Impact Statement on  
North Shore Transit Improvements between Revere and Salem

Dear Mr. Woelfel:

As a member of the City Council in the City of Salem, I would like to offer the following comments on the scope, alternatives and impacts to be studied in the Environmental Impact Statement (EIS) for proposed North Shore Transit Improvements between Revere and Salem.

I, along with many residents in the City of Salem, fully support and endorse the need to implement mass transit improvements on the North Shore and to develop consensus among North Shore communities on these measures. I am familiar with the North Shore Major Investment Study Committee's efforts to achieve consensus on mass transit improvements, but at this point can not state that their actions and/or recommendations have been well communicated to the community in general. I look forward to upcoming public meetings in the City of Salem to discuss some of the proposed transit improvement projects on the North Shore and believe it will provide a valuable opportunity for Salem residents to express their preferences and priorities regarding transit improvements to both elected officials and local/state transportation planning officials.

I have taken some time to review the EIS Notice, and in particular the alternatives being considered for inclusion in the EIS. In essence, Alternative 1 contemplates no action to the existing North-South Corridor. Clearly, this alternative would provide little or no change to the existing mass transit system on the North Shore. Residents in Salem and other North Shore communities would continue to be underserved by mass transit and would see no improvements or enhancements to current service. It would be my hope that Alternative 1 would simply be a base line and not a "real" alternative, as it is clearly not a viable option given the current needs of North Shore commuters.

Alternative 2 which seeks to improve current transit service without requiring major new construction should be included as an alternative, but quite frankly, this alternative simply

provides Salem residents with the most modest of improvements. This alternative should not be viewed as a major improvement to the North Shore mass transit system, but rather normal, anticipated upgrades in service that are warranted based on current ridership demands. This alternative is pure and simple, good customer service aimed at maintaining those that use the current transit options offered in the region. It would be my hope that this Alternative would strive to provide more frequent commuter rail service to Salem, e.g. every 30 minutes, concomitant with improvements to the existing commuter rail station. Currently, the Salem Commuter Rail Station consists of a platform and a parking lot. It would be my preference to see this alternative expanded to include reviewing potential construction alternatives, such as the development of a facility at the Salem station that includes amenities for commuters and those awaiting trains.

Alternatives 3 and 4 focus on the extension of the Blue Line to Salem. While I believe that many Salem residents strongly desire improvements in mass transit, I am not sure that this equates to extension of the Blue Line into Salem. Certainly, the proposed extension should be included in the EIS in order to ascertain the impact such a project would have on the City of Salem, from an environmental, aesthetic and economic standpoint. However, I believe it is entirely too premature to state with certainty that the Blue Line Extension is a priority for the City of Salem, given some of the impracticalities associated with extending the line to downtown Salem. I am particularly concerned and opposed to the concept of the Blue Line having a dead end terminus in South Salem. It would be my hope that the EIS would provide the City with specific information concerning the feasibility of extending the Blue Line into the current commuter rail station in downtown Salem, specifically the track routes that would be utilized for such extension, the cost of such an extension, and the aesthetic and environmental impacts of same.

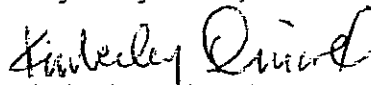
Alternative 5 provides for implementing a connection between the existing commuter rail line and the Blue Line. This is a worthy alternative since it would provide access to the Blue Line, and in particular Logan Airport, to the existing commuter rail population. Obviously, this alternative becomes more important in the event that extension of the Blue Line is not possible.

I would like to propose two other alternatives for consideration. First, the Coastal Corridor should be included as part of the draft EIS. While it is my understanding that not all of the North Shore communities have embraced the Coastal Corridor concept, from Salem's perspective I believe it is important that this option remain on the table. The Coastal Corridor is another option to provide rapid transit to the City in a manner that may be more environmentally and economically viable than say, the extension of the Blue Line. Certainly, the Coastal Corridor should not be excluded at this early stage and its impacts should be evaluated and given the same consideration as the Blue Line extension proposal.

Second, I believe that there should be a review of the combination of Alternatives 2 and 5, as one alternative project. It certainly seems worthwhile to consider improvements to the current commuter rail service (i.e. more frequent train service, improvements to the Salem commuter rail station, etc.), together with a connector to the Blue Line that would permit commuters to travel to Blue Line destinations, such as Logan Airport. Given the uncertainty of both the Blue Line extension and the Coastal Corridor, I believe that one project incorporating enhanced, more frequent commuter rail service with a connector to the Blue Line would be advantageous to Salem residents, and the current North Shore population.

Lastly, the Salem City Council adopted a resolution on April 11, 2002, expressing support for some of the alternatives being considered in the Draft EIS. I have attached a copy of that resolution to this correspondence, for your review and consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Kimberley Driscoll". The signature is written in a cursive style with a large, looped initial "K".

Kimberley Driscoll  
Ward Five City Councillor

April 11, 2002

Whereas, there exists a strong desire on the part of the City of Salem to improve and enhance rail transit service to the community, and

Whereas, the Massachusetts Bay Transit Authority (MBTA) and the North Shore Major Investment Study Committee is considering a number of alternative transportation projects to improve transit service to the North Shore and in particular the City of Salem, and

Whereas, one project under consideration could potentially result in a major transit terminus stop in South Salem, and

Whereas, there exist a number of other alternative transportation projects to improve transit service to the City of Salem, namely: 1) improving and enhancing the current commuter rail line by providing more frequent service; 2) constructing a connector rail between the current commuter rail line and Wonderland; 3) replacing the commuter rail line with a rapid transit system (a.k.a. Coastal Corridor),

Whereas, the Federal Transit Administration, in conjunction with the MBTA and the North Shore Major Investment Study Committee, is in the midst of preparing a scope for an Environmental Impact Statement on transit improvements between Revere and Salem,

Now Therefore Be It RESOLVED, as follows:

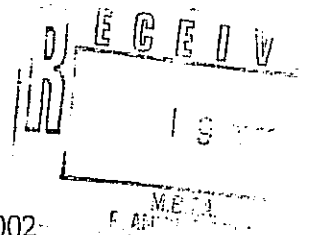
That the City Council of the City of Salem supports the North Shore Major Investment Study Committee's efforts to achieve consensus on mass transit improvement projects on the North Shore,

Be It Further RESOLVED that the City Council strongly supports improvement and enhancement of existing commuter rail transit service to the community and would encourage the Federal Transit Administration (FTA), the MBTA, and the North Shore Major Investment Study Steering Committee, to include the following transportation improvement measures in the proposed EIS scope: 1) improving and enhancing the current commuter rail line by providing more frequent service; 2) constructing a connector rail between the current commuter rail line and Wonderland; 3) replacing the commuter rail line with a rapid transit system (a.k.a. Coastal Corridor).

Be It Further RESOLVED that the City Council of the City of Salem does not <sup>consider</sup> a major rail transit terminus stop in South Salem *as a priority.*

---





April 18, 2002

59 Temple Place, Room 558  
Boston, MA 02111-1307  
(617) 542-7696  
Fax: (617) 542-0383  
www.bostonnatural.org

Secretary Durand  
Executive Office of Environmental Affairs  
251 Causeway Street, Suite 900  
Boston, MA 02114  
Attn: MEPA

Stephen Woelfel  
MBTA Planning Department  
10 Park Plaza, Room 5750  
Boston, MA 02116

BOARD OF DIRECTORS

Eugenie Beal,  
*Chairwoman*

Richard Wheadand,  
*Vice-Chairman*

Valerie Burns,  
*President*

Amy L. Auerbach,  
*Treasurer*

Lorraine M. Downey,  
*Assistant Treasurer*

Patricia C. Flaherty,  
*Clerk*

John Eade

Astrid C. Glynn

Robert C. Johnson, Jr.

Douglas J. Mink

Helen Pounds

Hugh Rogovin

Anne Whiston Spim

Kevin Walsh

Joanne Zitek

DIRECTORS EMERITUS

John Blackwell

Norman T. Bymes, Esq.

Caleb Loring, Jr.

RE: Draft Environmental Impact Statement  
North Shore Transit Improvements between Revere and Salem,  
Massachusetts

Dear Secretary Durand and Mr. Woelfel:

Boston Natural Areas Network (BNAN), a non-profit organization dedicated to the preservation, protection and expansion of urban parks and green spaces in the City of Boston. Since 1993, BNAF has worked in conjunction with the East Boston Greenway Council of residents to create the East Boston Greenway, a 3.3 mile system of protected trails and quiet local streets that link Boston's Inner Harbor with existing and planned parks and East Boston's beach and salt marshes, including Belle Isle Marsh. It is with this background that BNAN, on behalf of the Greenway Council, provides the following comments on the Draft Environmental Impact Statement as described in the Presentation Handout for the Public Scoping Hearing on April 4, 2002.

BNAF and Greenway Council members are pleased to have the opportunity to submit comments on North Shore Transit Improvements. Although there is much to support about this project that seeks to improve public transportation and access to and from the north shore, downtown and Logan Airport, the Greenway Council has several concerns relating to impacts to the Greenway specifically and to transit in general, including but not limited to:

**THE STUDY AREA**

In the handout, the study area is defined as Chelsea, Lynn, Marblehead, Nahant, Revere, Salem, Saugus, Swampscott and Winthrop. East Boston, a neighborhood of over 35,000 residents and home to Logan Airport should be added to this list. East Boston stands to both benefit and be negatively impacted by the alternatives described.

### THE GREENWAY

As the alternatives are analyzed, benefits and impacts to East Boston in general and the East Boston Greenway specifically must be considered. Whether people coming to and from Logan Airport are shuttled from Chelsea over local East Boston streets (or over a future truck route), or whether there is additional capacity provided via an extended blue line, there are various benefits and impacts to East Boston and the Greenway.

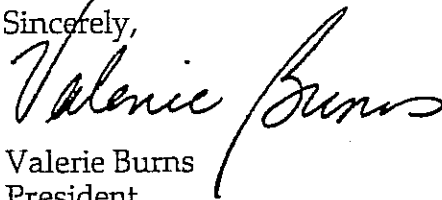
East Boston and Chelsea residents, along with East Boston Greenway Council members are looking for ways to add connecting loop trails to the Greenway, especially along Chelsea River, with the intent to provide both more open space to a very densely populated area, as well as to provide for alternative modes of transportation (walking, biking, etc.)

### TRANSIT EFFICIENCY AND EXPANDING SERVICE

Improvements to the North Shore service are greatly needed. They would be enhanced by supporting the Red Line/Blue Line Connector, that would enable much more efficient connections to Cambridge and Points West. For communities like East Boston, and even to some extent Revere and Winthrop, the Blue Line is a life line to Mass General Hospital, a very important health care center used by residents on the near north shore.

Thank you for the opportunity to provide comments and we look forward to working with the MBTA and EOEA on this project.

Sincerely,



Valerie Burns  
President

Cc  
Senator Travaglini  
Representative Petruccelli  
Councillor Scapicchio



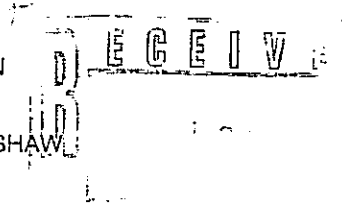
# City of Salem, Massachusetts

Office of the City Council  
City Hall

COUNCILLORS-AT-LARGE

2002  
LAURA A DeTOMA  
THOMAS H. FUREY  
KEVIN R. HARVEY  
ARTHUR C. SARGENT III

REGINA R. FLYNN  
PRESIDENT  
DEBORAH E. BURKINSHAW  
CITY CLERK



WARD COUNCILLORS

2002  
CLAUDIA CHUBER  
REGINA R. FLYNN  
JOAN B. LOVELY  
LEONARD F. O'LEARY  
KIMBERLEY L. DRISCOLL  
MICHAEL A. BENCAL  
JOSEPH A. O'KEEFE, SR.

April 18, 2002

Mr. Stephen M. Woelfel, Project Manager  
Planning Department  
Mass. Bay Transportation Authority  
Mass. Transportation Building  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Woelfel:

At a regular meeting of the Salem City Council, held in the Council Chamber on Thursday, April 11, 2002, the enclosed Resolution was adopted by roll call vote of 8 Yeas, 1 Nays, 2 Absent.

This action was approved by Mayor Stanley J. Usovicz, Jr. on April 17, 2002.

Very truly yours,

  
DEBORAH E. BURKINSHAW  
CITY CLERK

Enclosures



# CITY OF SALEM

In City Council, April 11, 2002

## RESOLUTION:

Whereas, there exists a strong desire on the part of the City of Salem to improve and enhance rail transit service to the community, and

Whereas, the Massachusetts Bay Transit Authority (MBTA) and the North Shore Major Investment Study Committee is considering a number of alternative transportation projects to improve transit service to the North Shore and in particular the City of Salem, and

Whereas, one project under consideration could potentially result in a major transit terminus stop in South Salem, and

Whereas, there exist a number of other alternative transportation projects to improve transit service to the City of Salem, namely: 1) improving and enhancing the current commuter rail line by providing more frequent service; 2) constructing a connector rail between the current commuter rail line and Wonderland; 3) replacing the commuter rail line with a rapid transit system (a.k.a. Coastal Corridor),

Whereas, the Federal Transit Administration, in conjunction with the MBTA and the North Shore Major Investment Study Committee, is in the midst of preparing a scope for an Environmental Impact Statement on transit improvements between Revere and Salem,

Now Therefore Be It RESOLVED, as follows:

That the City Council of the City of Salem supports the North Shore Major Investment Study Committee's efforts to achieve consensus on mass transit improvement projects on the North Shore,

Be It Further RESOLVED that the City Council strongly supports improvement and enhancement of existing commuter rail transit service to the community and would encourage the Federal Transit Administration (FTA), the MBTA, and the North Shore Major Investment Study Steering Committee, to include the following transportation improvement measures in the proposed EIS scope: 1) improving and enhancing the current commuter rail line by providing more frequent service; 2) constructing a connector rail between the current commuter rail line and Wonderland; 3) replacing the commuter rail line with a rapid transit system (a.k.a. Coastal Corridor) .

Be It Further RESOLVED that the City Council of the City of Salem does not consider a major rail transit terminus stop in South Salem a priority.

In City Council April 11, 2002

Adopted as amended by a roll call vote of 8 yeas, 1 nay, 2 absent

Approved by the Mayor on April 17, 2002

ATTEST:

  
DEBORAH E. BURKINSHAW  
CITY CLERK

City of Salem

Yea and Nay Vote of City Council

Upon the Question of

Resolution  
Commuter Rail  
Services

Date	Yea	Nay	Pres.	Absent
April 11, 2002				
Michael Bencal	✓			
Claudia Chuber	✓			
Laura A. DeToma	✓			
Kimberley L. Driscoll	✓			
Thomas H. Furey		✓		
Kevin R. Harvey				✓
Joan B. Lovely	✓			
Joseph A. O'Keefe				✓
Leonard F. O'Leary	✓			
Arthur C. Sargent	✓			
Regina R. Flynn, Pres.	✓			
Totals	8	1		2

*Deborah E. Buckenhouse*

CITY CLERK

A TRUE COPY ATTEST

*Deborah E. Buckenhouse*  
CITY CLERK

SALEM, MASS.

From: interstellartech@attbi.com  
To: "APT APB" <apt-list@world.std.com>  
Date: 4/17/02 7:38AM  
Subject: The letter to "T" on north Shore MIS

April 16, 2002

RE: North Shore Major Improvement Study Scoping process of April 4, 2002

Dear Mr. Woelfel:

The Association for Public Transportation by consensus of its Board of Directors, offers the following comments relevant to the scoping and draft environmental impact statement.

Background information:

The express commuter busses to Boston are deteriorating in service quality due to roadway congestion, and overcrowding at peak periods. The parking at the rapid transit stations is over capacity; factors that work against expanding the market share of total trips to mass transit.

Blue and Orange line rapid transit does not meet the Route One corridor, are poorly sited for a park and ride function, and lack attractive or adequate feeder bus service; nor is this practical in the case of the Blue line at Wonderland.

Parking lot expansion and longer Blue line trains, only puts more traffic on the local streets feeding this poorly sited terminal, ultimately necessitating roadway widening to these stations. The same can be said for the concept of expanded parking at the Salem station.

The much heralded economic boom along the Route 128 belt, merely redistributed the local commerce and prosperity courtesy of government highway spending, away from the former commercial centers like Lynn and Salem, dooming them to decline and dereliction. It is time the state and federal powers take the remedial action for this act. The decline of the commercial health of Lynn, contrasts with traffic congestion on the roadway system included in the recent Lower North Shore Transportation Improvement Study document produced by Central Transportation Planning Staff (CTPS). Making a passing statement about extension of the rapid transit to Lynn while devoting nearly all of the document exclusively to roadway capacity expansion designs under the banner of "safety improvements", points up the inadequacy of this document as a planning tool. Further capacity expansion of the roadways is an environmentally unsound and very disruptive option.

The MPO appears to be planning to continue subsidizing suburban sprawl with still more highway capacity expansion in the route 128 area of the North Shore. Comments about a recent Environmental justice public forum, appears that the intent is to make Lynn the metropolitan area's designated slum in order to appease a handful of people who expressed a desire keep property values and therefore housing rents low, through strategic inaccessibility.

Lynn has an undervalued transit oriented development pattern already in place just waiting for the frequent transit to connect it with the rest of the metropolitan region while projects such as Telecom City are expecting

upwards of eighty million dollars in sprawl producing roadway capacity expansion, believing salvation lies in emulating suburban highway type development.

Recent history is rife with schemes that pit the suburban rail interests against the rapid transit to Lynn, instead of looking at the two systems overlaid upon each other with central Lynn as the transfer node and a satellite destination.

Groundside connections to the area airports being highway only, are a transportation blunder; a weak link subject to random congestion delays even for the mass transit alternative.

Page 2

Citing the above stated background information, and the environmental impact assessments that will need to be addressed, we urge that the modeling needs to consider the larger environmental consequences of the "no build" option, in that development will merely happen elsewhere in the standard low density fashion, with a greater negative impact than some small amount of wetlands filling, frivolous abutter objections, or mitigatable noise within the scope of the North Shore MIS. Project proposals such as this one, that clearly follow the MPO's stated policies of intending to promote transit oriented development, should be expedited before yet another round of highway capacity expansion is implemented or even considered. Railway footprints are smaller than highway ones, and railways use no vegetation destroying road salt.

APT endorses the extension of the MBTA Blue line as far as Central Square Lynn, via the Point of Pines "narrow gauge" alignment, along with selected improvements to the local bus and suburban rail services. The alternative #4 is also suitable although less than optimal due to a lack of a station at the Point of Pines, and potential project killing wetland issues. The so-called transfer station #5 is an unsuitable problematic option. The transfer node should be in central Lynn, as this is the long established hub of the local bus services, that are not able to conveniently access the Revere terminus. Furthermore, the need is to establish this city as a portal to the rapid transit system's destination envelope. Consequently, the Blue line connection to the Red line at Charles Street station is also an essential component, giving better distribution characteristics for those traveling from the North Shore to outer Red line, and ultimately the rail portion of urban ring corridor destinations, and to bypass the overburdened and operationally troublesome Green line connection.

APT further recommends that the current suburban commuter rail lines, and potential for establishment of intercity services not be compromised. An overlay service should be retained and expanded in anticipation of establishing the railway connection between North and South stations. Operating a third branch from Salem going to Peabody and Danvers, along with shuttle trains from Salem to North Station or Framingham, with a transfer at Sullivan Square, as opposed to Wonderland, would provide frequent headway service along the Eastern route of 15 minutes or less all day, and be a reasonable interim measure while the Blue Line extension is working through the process. Establishment of commuter rail service to meet Route One in West Peabody via Melrose and Wakefield, could function as an interceptor. This would also be a good time to start planning a direct intercity rail

connection to Logan and other regional airports that would offer a service far superior to the current bus system that is subject to random traffic delay and access road congestion. Obtaining electric multiple unit train sets to operate on the Attleboro Providence line, will allow the current diesel hauled equipment to be re-deployed on the northside.

In 1974, during the great Chelsea fire, North Shore commuter trains were able to detour down The Saugus branch. Such a bypass could prove useful under many different scenarios not necessarily limited to current Blue Line and suburban rail line proposals. The Saugus Branch intersects Route one at closed Rowe Quarry, where a mixed use re-development is in process, but only highway options are currently planned. Ridership would be limited only by the number of parking spaces that could be provided at the highway rail interface, where a time competitive trip could be achieved today, as well as in the future as the roadways fill up and slow down. The Saugus branch connects at both ends to MAPC designated concentrated development centers in Lynn and Malden, as well as passing through the proposed Mystic Valley Development Commission's "Telecom City" brownfield redevelopment where again massive roadway expansion is being pursued while largely ignoring a transit oriented development alternative.

Page 3

Although a cycling trail has been proposed for this line, cycling trails in and of themselves do not promote cycling as an alternative means of mobility when the large numbers cited by trail advocates are recreational users that can actually create roadway congestion, by driving to these facilities to cycle in the absence of rail transit. There is a need to take advantage of the synergy between cycling, walking, and mass transit to promote more sustainable land use patterns. Places with good mass transit have high rates of non-motorized mobility. CO-development of both modes, affirms that this is in fact a transportation corridor not being downgraded to a linear park or a recreation facility. Promoting the "transit greenway" concept for the Saugus branch, should put to rest the issue that often times local support for cycling trails is merely a ruse to engage in railway eradication. Some local businessmen, and former rail freight customers, have expressed an interest in acquiring the trackage rights to this line, creating an opportunity for a public private partnership. Therefore, in the interest of good environmental policy, and forward thinking planning, the MBTA should not declare this line surplus, and retain a railway presence here whatever the decided outcome for its re-development.

Other issues that warrant consideration, is a need to co-ordinate other Major investment studies currently under way: The North South Rail Link, and the Urban Ring corridor, should be developed with a compatible railway technology that future expansions would not render what is constructed today obsolete before the end of its design life. Airport groundside access needs substantial improvement. A right of way suitable for Amtrak trains should be laid out right to the terminals, and retained for future use whatever mass transit technology ultimately is deployed. In the meantime, the Massport terminal busses could be extended to the Chelsea train station, to provide a superior transit alternative to the patchwork Wonderland connection. When one factors in the time a train takes to get from Lynn to Chelsea today as opposed to the time the Blue line takes to cover the same distance from the Airport station to Wonderland, plus the extra passenger dwell time that needs to be factored in at each transfer, such a scheme is obviously more



political than rational. An alternative that has been fatalisticly dismissed would be to follow the precedent of Karlsruhe Germany that operates light rail vehicles on the national railway system's tracks; effectively breaking down the barrier between these two previously incompatible railway formats, that optimizes use of existing physical plant.

Finally, the fare structure should be configured to make the services, existing or proposed, more equitable and attractive. Currently the express bus and commuter rail riders pay a premium fare for inferior service when compared with Braintree for example, where service is every few minutes all day, is unhampered by schedule wrecking roadway congestion, and gives the rider free transfers to the entire rapid transit system. If the commuter rail is to assumed to be a Blue line substitute, a free transfer should be allowed.

Thank you again for the opportunity to present comments on behalf of our Membership and Directors.

In the interest of good civic policy,

Fred R. Moore

APT President



Association for Public Transportation, Inc.

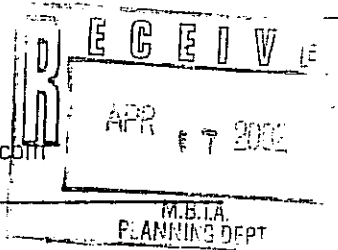
P.O. Box 51029

Boston, MA 02205-1029

(617) 482-0282

e-mail: apt@car-free.com

www.car-free.com



April 16, 2002

RE: North Shore Major Improvement Study Scoping process of April 4, 2002

Dear Mr. Woelfel: *STEVEN*

The Association for Public Transportation by consensus of its Board of Directors, offers the following comments relevant to the scoping and draft environmental impact statement.

Background information:

- The express commuter busses to Boston are deteriorating in service quality due to roadway congestion, and overcrowding at peak periods. The parking at the rapid transit stations is over capacity; factors that work against expanding the market share of total trips to mass transit.
- Blue and Orange line rapid transit does not meet the Route One corridor, are poorly sited for a park and ride function, and lack attractive or adequate feeder bus service; nor is this practical in the case of the Blue line at Wonderland.
- Parking lot expansion and longer Blue line trains, only puts more traffic on the local streets feeding this poorly sited terminal, ultimately necessitating roadway widening to these stations. The same can be said for the concept of expanded parking at the Salem station.
- The much heralded economic boom along the Route 128 belt, merely redistributed the local commerce and prosperity courtesy of government highway spending, away from the former commercial centers like Lynn and Salem, dooming them to decline and dereliction. It is time the state and federal powers take the remedial action for this act. The decline of the commercial health of Lynn, contrasts with traffic congestion on the roadway system included in the recent Lower North Shore Transportation Improvement Study document produced by Central Transportation Planning Staff (CTPS). Making a passing statement about extension of the rapid transit to Lynn while devoting nearly all of the document exclusively to roadway capacity expansion designs under the banner of "safety improvements", points up the inadequacy of this document as a planning tool. Further capacity expansion of the roadways is an environmentally unsound and very disruptive option.
- The MPO appears to be planning to continue subsidizing suburban sprawl with still more highway capacity expansion in the route 128 area of the North Shore. Comments about a recent Environmental justice public forum, appears that the intent is to make Lynn the metropolitan area's designated slum in order to appease a handful of people who expressed a desire keep property values and therefore housing rents low, through strategic inaccessibility.
- Lynn has an undervalued transit oriented development pattern already in place just waiting for the frequent transit to connect it with the rest of the metropolitan region while projects such as Telecom City are expecting upwards of eighty million dollars in sprawl producing roadway capacity expansion, believing salvation lies in emulating suburban highway type development.
- Recent history is rife with schemes that pit the suburban rail interests against the rapid transit to Lynn, instead of looking at the two systems overlaid upon each other with central Lynn as the transfer node and a satellite destination.
- Groundside connections to the area airports being highway only, are a transportation blunder; a weak link subject to random congestion delays even for the mass transit alternative.

Citing the above stated background information, and the environmental impact assessments that will need to be addressed, we urge that the modeling needs to consider the larger environmental consequences of the "no build" option, in that development will merely happen elsewhere in the standard low density fashion, with a greater negative impact than some small amount of wetlands filling, frivolous abutter objections, or mitigatable noise within the scope of the North Shore MIS. Project proposals such as this one, that clearly follow the MPO's stated policies of intending to promote transit oriented development, should be expedited before yet another round of highway capacity expansion is implemented or even considered. Railway footprints are smaller than highway ones, and railways use no vegetation destroying road salt.

APT endorses the extension of the MBTA Blue line as far as Central Square Lynn, via the Point of Pines "narrow gauge" alignment, along with selected improvements to the local bus and suburban rail services. The alternative #4 is also suitable although less than optimal due to a lack of a station at the Point of Pines, and potential project killing wetland issues. The so-called transfer station #5 is an unsuitable problematic option. The transfer node should be in central Lynn, as this is the long established hub of the local bus services, that are not able to conveniently access the Revere terminus. Furthermore, the need is to establish this city as a portal to the rapid transit system's destination envelope. Consequently, the Blue line connection to the Red line at Charles Street station is also an essential component, giving better distribution characteristics for those traveling from the North Shore to outer Red line, and ultimately the rail portion of urban ring corridor destinations, and to bypass the overburdened and operationally troublesome Green line connection.

APT further recommends that the current suburban commuter rail lines, and potential for establishment of intercity services not be compromised. An overlay service should be retained and expanded in anticipation of establishing the railway connection between North and South stations. Operating a third branch from Salem going to Peabody and Danvers, along with shuttle trains from Salem to North Station or Framingham, with a transfer at Sullivan Square, as opposed to Wonderland, would provide frequent headway service along the Eastern route of 15 minutes or less all day, and be a reasonable interim measure while the Blue Line extension is working through the process. Establishment of commuter rail service to meet Route One in West Peabody via Melrose and Wakefield, could function as an interceptor. This would also be a good time to start planning a direct intercity rail connection to Logan and other regional airports that would offer a service far superior to the current bus system that is subject to random traffic delay and access road congestion. Obtaining electric multiple unit train sets to operate on the Attleboro Providence line, will allow the current diesel hauled equipment to be re-deployed on the northside.

In 1974, during the great Chelsea fire, North Shore commuter trains were able to detour down The Saugus branch. Such a bypass could prove useful under many different scenarios not necessarily limited to current Blue Line and suburban rail line proposals. The Saugus Branch intersects Route one at closed Rowe Quarry, where a mixed use re-development is in process, but only highway options are currently planned. Ridership would be limited only by the number of parking spaces that could be provided at the highway rail interface, where a time competitive trip could be achieved today, as well as in the future as the roadways fill up and slow down. The Saugus branch connects at both ends to MAPC designated concentrated development centers in Lynn and Malden, as well as passing through the proposed Mystic Valley Development Commission's "Telecom City" brownfield redevelopment where again massive roadway expansion is being pursued while largely ignoring a transit oriented development alternative.

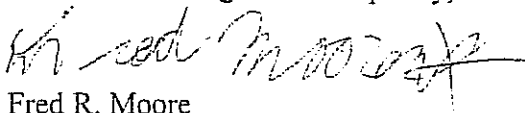
Although a cycling trail has been proposed for this line, cycling trails in and of themselves do not promote cycling as an alternative means of mobility when the large numbers cited by trail advocates are recreational users that can actually create roadway congestion, by driving to these facilities to cycle in the absence of rail transit. There is a need to take advantage of the synergy between cycling, walking, and mass transit to promote more sustainable land use patterns. Places with good mass transit have high rates of non-motorized mobility. CO-development of both modes, affirms that this is in fact a transportation corridor not being downgraded to a linear park or a recreation facility. Promoting the "transit greenway" concept for the Saugus branch, should put to rest the issue that often times local support for cycling trails is merely a ruse to engage in railway eradication. Some local businessmen, and former rail freight customers, have expressed an interest in acquiring the trackage rights to this line, creating an opportunity for a public private partnership. Therefore, in the interest of good environmental policy, and forward thinking planning, the MBTA should not declare this line surplus, and retain a railway presence here whatever the decided outcome for its re-development.

Other issues that warrant consideration, is a need to co-ordinate other Major investment studies currently under way: The North South Rail Link, and the Urban Ring corridor, should be developed with a compatible railway technology that future expansions would not render what is constructed today obsolete before the end of its design life. Airport groundside access needs substantial improvement. A right of way suitable for Amtrak trains should be laid out right to the terminals, and retained for future use whatever mass transit technology ultimately is deployed. In the meantime, the Massport terminal busses could be extended to the Chelsea train station, to provide a superior transit alternative to the patchwork Wonderland connection. When one factors in the time a train takes to get from Lynn to Chelsea today as opposed to the time the Blue line takes to cover the same distance from the Airport station to Wonderland, plus the extra passenger dwell time that needs to be factored in at each transfer, such a scheme is obviously more political than rational. An alternative that has been fatalisticly dismissed would be to follow the precedent of Karlsruhe Germany that operates light rail vehicles on the national railway system's tracks; effectively breaking down the barrier between these two previously incompatible railway formats, that optimizes use of existing physical plant.

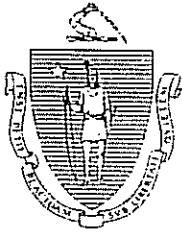
Finally, the fare structure should be configured to make the services, existing or proposed, more equitable and attractive. Currently the express bus and commuter rail riders pay a premium fare for inferior service when compared with Braintree for example, where service is every few minutes all day, is unhampered by schedule wrecking roadway congestion, and gives the rider free transfers to the entire rapid transit system. If the commuter rail is to assumed to be a Blue line substitute, a free transfer should be allowed.

Thank you again for the opportunity to present comments on behalf of our Membership and Directors.

In the interest of good civic policy,



Fred R. Moore  
APT President



*The Commonwealth of Massachusetts*  
*House of Representatives*  
*State House, Boston 02133-1054*

REPRESENTATIVE  
ROBERT A. DELEO  
19TH SUFFOLK DISTRICT  
ROOM 20, STATE HOUSE

TEL (617) 722-2410

FAX (617) 626-0232

E-Mail: Rep.RobertDeLeo@hou.state.ma.us

Chairman  
Committee on  
Bills in the Third Reading

Chairman  
Legislative Caucus on  
Air Transportation

Chairman  
M.W.R.A. Legislative Caucus

Legislative Caucus on  
Older Citizens Concerns

Committee Member:  
Ethics

April 19, 2002

Mr. Steven Woelfel  
Manager, Long Rang Planning  
Massachusetts Bay Transportation Authority  
Planning Department  
10 Park Plaza—Suite 5750  
Boston, Massachusetts 02116

**RE: Blue Line Extension**

Dear Mr. Woelfel:

I write in reference to the proposed extension of the MBTA Blue Line both with respect to extension from its northern and southern termini. As an elected representative of two communities significantly affected by the proposals, one of which will be directly affected, I offer these comments in an effort to assist in its formation and make known the concerns of local residents.

With respect to the proposed Blue Line expansion northward, on behalf of the many residents of the City of Revere who have expressed their concerns to me I urge the MBTA to abandon the proposed route option which would require the construction of new track along a currently non-existent right-of-way paralleling Revere Beach. It is my contention, as is it the City of Revere's, that such an undertaking would be untenably disruptive to the many neighborhoods in that section of the City, and would therefore ultimately be detrimental to the community as a whole. In lieu thereof, I support the proposed Blue Line extension proposal which would utilize and augment the existing Commuter Rail right-of-way. This second option is far less intrusive and, if pursued in conjunction with other noise-mitigating initiatives, would provide the citizens of my district with rapid-transit service to the North without the unduly sacrificing quality of life or neighbor integrity along the construction route.

As mentioned above, I would urge that during its pursuance of the Blue Line extension project, the MBTA focus intensely on soundproofing and other noise

mitigation procedures. Without exception, the primary concern my constituents retain with respect to the MBTA relates to noise levels. Given the frequency of rapid-transit schedules, and given the fact that ridership is expected to increase in the coming years, the MBTA should provide a detailed noise-impact analysis of the project followed by steady commitments to deal with any such impacts.

Finally, I would add that as the MBTA pursues Blue Line extension northward, it not forsake commitments to connect the Bowdoin and Charles River/MGH stations. This Blue/Line Red Line connection was part of original Big Dig mitigation agreements and constitutes an important part of the Blue Line improvements package. Moreover, as is Blue Line access to the North necessary to the continued economic growth of the region and, so will a direct connection to the Red Line provide my neighbors with easy access to the medical, social, and economic opportunities it services.

Thank you for your consideration of my thoughts on this matter. I look forward to working with the Authority throughout this process and, as always, please contact me if I can offer any additional information or assistance.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert A. DeLeo". The signature is fluid and cursive, with a large initial "R" and "D".

ROBERT A. DeLEO  
State Representative

# Neighborhood Legal Services, Inc.

37 Friend Street

Lynn, Massachusetts 01902

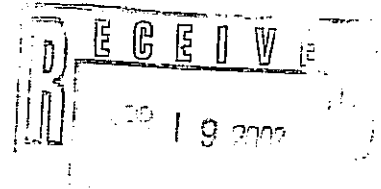
www.neighborhoodlaw.org

(800) 747-5056 (voice)  
(781) 599-7730 (toll-free)

(Fax)(781) 595-2022  
(E-Mail) rdolloff@nlisma.org

April 18, 2002

Steve Woelfel  
Steering Committee for North Shore Major Investment Study  
MBTA  
State Transportation Building, Suite 5750  
10 Park Plaza  
Boston, MA 02116



Dear Mr. Woelfel:

Members of several north shore organizations concerned about the environmental impact of a potential Blue Line expansion to Lynn and/or Salem were unable to attend the introductory meeting held last Thursday in Lynn. As a result, we are submitting these joint remarks for the record in hopes that they will spur a proper analysis of likely impacts of the project that we consider critically important to the region. We want to begin by making clear, however, that this letter should not be taken as opposition to a Blue Line extension to Lynn and/or Salem. To the contrary, we believe that a Blue Line extension may well have many positive economic and social consequences for the region. We believe, however, that when and if this massive public works project comes to our communities, both social and environmental justice concepts require that it should be designed to ensure that the project does not result in the displacement of current residents of these communities. Those residents who suffered through the hard times should have the opportunity to enjoy the benefits of this massive undertaking and should not be forced out of their communities by the economic effects of the effort. We believe that environmental laws and basic fairness require as much. Therefore, we call on the MBTA to study the potential gentrification and displacement effects of the effort and to design mitigation measures as part of the project to avoid them.

As you know, the term "environment" for analysis of environmental impacts is defined quite broadly. It necessarily includes considerations of the social as well as natural environment. This analysis must necessarily include a review of the impact the project and potential alternatives might have on the social fabric of the community, including access to housing resources and types of housing available. *Strycker's Bay Neighborhood Council, Inc. v. Karlen*, 444 U.S. 223 (1980).

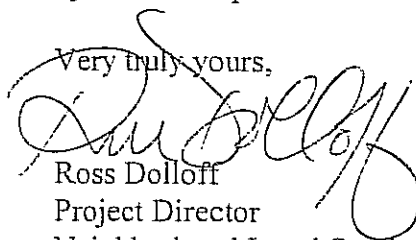
Where projects like the Blue Line expansion have occurred in other communities, the impact on housing access and social fabric has been dramatic. The Red Line was expanded to serve Somerville and specifically the Davis Square area in 1985. Almost overnight, Somerville neighborhoods where the Red Line became accessible gentrified dramatically, resulting in the displacement and dislocation of many of the existing residents and dramatic escalation of housing costs. According to studies conducted for the city of Somerville, median rents rose by more than 150% from 1982 to 1990. Between 1980 and 1986, median home prices in the community rose by more than 200%. (Source: Somerville Consolidated Plan submissions to the

Dept. of Housing and Urban Development). These city wide changes played out far more dramatically in the areas immediate adjacent to the new Davis Square station. Davis Square, which previously housed a very diverse group of residents both economically and racially, quickly became racially and economically homogenous with young predominantly white upper middle income professionals displacing many of the area's former residents. It is predictable that a similar situation will occur in communities and neighborhood centers where the Blue Line becomes accessible.

NEPA requires, as part of its action forcing mandate, that an environmental impact statement reflect a full exploration of means to mitigate any and all significant environmental damage as part of the requirement that the proposal specify environmental damage that cannot be avoided and, conversely, explore means to avoid that which can be avoided. *See* 42 U.S.C. sec. 4322 (C) (ii); 40 C.F.R. sec. 1508.25(b). Under the applicable regulations, mitigation can mean, in this context, (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action, or (e) Compensating for the impact by replacing or providing substitute resources or environments." *Id.*

Your commenters believe that the gentrification effects of a Blue-Line expansion are predictable and that they can be effectively mitigated. A predicted level of displacement and housing cost inflation can be modeled based on the experience in recent expansion markets; a number of units likely effected can thus be determined and then resources utilized to place these properties beyond the effect of the inflationary housing market that will be created by the project. A number of properties can be identified that will be needed to mitigate these effects for the local low income and minority population and that number of properties can be purchased in the effected communities and surrounding ones and placed in limited or no equity ownership structures like community land trusts and cooperatives that ensure that access to these units will not be affected by market speculation and inflation and that they will remain permanently affordable.

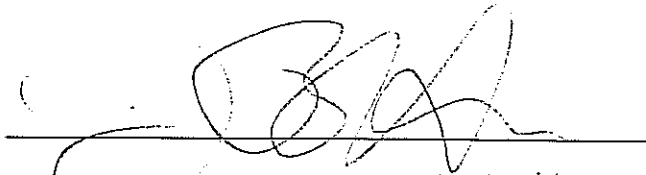
We believe that it is the responsibility of the MBTA as part of the environmental analysis of a potential Blue Line expansion to complete or cause to be completed a thorough study of these effects and the likely cost of avoiding or mitigating them by means such as those described above. We are at your service to discuss more fully with you our vision for such a study and to participate with you in its implementation.

Very truly yours,  
  
Ross Dolloff  
Project Director  
Neighborhood Legal Services, Inc.



The organization listed below hereby endorses and joins the attached letter calling for the MBTA to undertake a study of the gentrification effects of a potential Blue Line extension and to develop a comprehensive plan for mitigation of these effects prior to undertaking a Blue Line extension.

Signature:



Name:

James T. Haskell

Title:

Executive Director

Organization:

Salem Harbor CDC

Address:

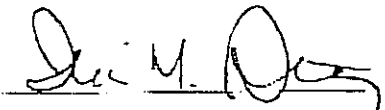
102 Lafayette St.

Salem, MA 01970

Phone:

978-825-4001

The organization listed below hereby endorses and joins the attached letter calling for the MBTA to undertake a study of the gentrification effects of a potential Blue Line extension and to develop a comprehensive plan for mitigation of these effects prior to undertaking a Blue Line extension.

Signature: 

Name: Ilia M. Stacy

Title: Executive Director

Organization: My Brothers Table

Address: 98 Willow Street  
Lynn, MA 01901

Phone: 781-595-3224

The organization listed below hereby endorses and joins the attached letter calling for the MBTA to undertake a study of the gentrification effects of a potential Blue Line extension and to develop a comprehensive plan for mitigation of these effects prior to undertaking a Blue Line extension.

Signature: Elizabeth Hogan  
Name: Elizabeth Hogan \_\_\_\_\_

Title: Executive Director \_\_\_\_\_

Organization: North Shore Community Action Programs,  
\_\_\_\_\_

Address: 98 Main Street  
Peabody, MA. 01960 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_ (978) 531-0767 X101  
BHOGAN4079@AOL.COM \_\_\_\_\_

The organization listed below hereby endorses and joins the attached letter calling for the MBTA to undertake a study of the gentrification effects of a potential Blue Line extension and to develop a comprehensive plan for mitigation of these effects prior to undertaking a Blue Line extension.

Signature: Damon M Harrison

Name: Damon M HARRISON

Title: Housing Coordinator

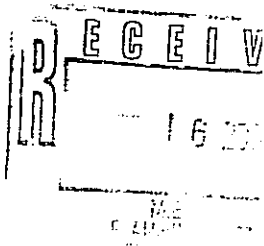
Organization: North Shore NAACP

Address: 7 Liberty Sq #523

Lynn MA 01901

Phone: 781-595-2156

## NORTH SHORE TRANSIT: ANALYSIS AND PROPOSALS



Prepared by Barry M. Steinberg  
Association for Public Transportation

A look at a metropolitan Boston transit map reveals a few features:

1. A pattern consisting of commuter railroad routes centered in Boston that are well-distributed angularly in every direction except the north-northeast. There is no route in the sector from Everett and Saugus to Peabody.
2. In only two directions, west and southeast, do rapid transit or light rail service extend more than five miles from downtown Boston.
3. In the sector delimited by the Lowell commuter rail route on the west to Massachusetts Bay on the east, rail corridors and major radial highway corridors are mutually exclusive.

What this means is the communities traditionally served by rail transit and commuter railroad lines are not the same as those that grew up in a highway-oriented pattern.

In fact, the rail-oriented areas have been eclipsed in growth by the highway areas--growth of residential sites and commercial and industrial activity.

What do not appear on the transit map are existing railroad routes, active or inactive, that could be made available for passenger service and which intersect many of these transit-deficient but highway-oriented areas.

The coastal North Shore would appear from the map to be well-served by rail. But it isn't. The Blue Line ends at Wonderland, which at one time was a major traffic destination for recreational purposes, but now is increasingly a residential area. Not a destination, but a feeder of traffic. The major destination in that direction is Lynn, which although not a growing commercial area, still is a regional focus of transit bus routes and of economic activity.

The seemingly good service is composed of two commuter rail routes, which branch north of Salem, but do not provide an efficient interface between bus and rail transit. A look at rail service through Lynn shows relatively frequent inbound service weekdays between the morning and 11:00 a.m., then sparser and sparser service through the rest of the day. Outbound service is frequent for a one-hour period in the late a.m. rush hour and then again from 3:30 to 8:30 a.m. At other hours, service is hourly or less.

In the outer suburbs, service of this nature is perfectly acceptable. People can get into their cars, drive to the railroad station, take the train, and do the reverse at night. Reverse commuting or other non-traditional ridership patterns are more difficult.

Now consider the pattern of bus travel in the area.

Commuter buses from the outer suburbs are spotty in terms of coverage of service and are characterized by a few trips in the morning inbound and p.m. outbound, nothing weekends. In other words, service that caters only to those with the most predictable of times and destinations.

MBTA transit bus service in the area tends to be of two types: Local buses feeding into Lynn (six routes) and through buses (four routes) passing through or originating in Lynn and using highways into Boston, with the concomitant traffic problems on the inner end.

Since there are a variety of bus connections to Boston, there is not much of a wait inbound at Lynn for a connection. Outbound from Boston, due to traffic, connections are frequent but not entirely predictable. Intermediate points are less-well served.

Bus schedules on most routes tend to have a clock-orientation: Every hour, or half hour, or some even interval. On the other hand, the commuter rail schedule is quite irregular, which makes for difficult, i.e. non-intuitive, connections. Especially if the passenger has irregular travel needs. He now needs to juggle timetables. And most people are not going to or are not able to do this.

The result of all this regularity feeding irregularity is people are not going to bother with the connection. As a result, they tend to connect from bus to bus, and what looks at its face to be a good bus/rail connection is not all that good.

Now, let's re-analyze the bus service: There are local Lynn buses that don't necessarily connect well with each other, making for inefficient intra-city point to point travel. Then there are regional bus routes that feed into Boston well enough under the circumstance, but which make poor or nonexistent connections with rapid transit or bus service that is in the closer-in suburbs of Boston.

It must be said at this juncture to the credit of the MBTA that they have been experimenting with bus service connecting Lynn with the more highway-oriented areas. As an alternative to extending Blue Line rapid transit to Lynn (while connecting additional under-served intermediate areas), the MBTA has proposed an "inexpensive" option, that of a direct connection of one sort or another at or near Wonderland to a new station on the commuter rail.

Using our previous analysis of Lynn bus/rail connections as a model, this rapid transit cheapie connection is doomed to failure, but for more reasons than Lynn buses.

Blue Line/Purple Line connections would be unreliable and unpredictable by their nature, unless the MBTA is willing to hold trains to guarantee connections. And rapid transit that runs every ten minutes cannot be held long enough to guarantee a connection to or

from a train that runs every 1-1/2 hours. And the reverse is true. Regardless of how well-intentioned the supervision, the connection between such dissimilar modes is not going to work unless the MBTA is going to commit to increasing commuter rail service leaving Wonderland to a pattern that is co-ordinated in some way with the rapid transit. For example, a planned direct connection from every third Blue Line train to a Purple Line train.

A quantum jump of level of service of this nature, if publicized and demonstrated as a reliable connection might possibly work.

But for another failure. As previously mentioned, Wonderland in itself is not a major destination, as opposed to Quincy Center Station on the Red Line or Malden Center Station on the Orange Line. Coming from Boston, the passenger would have to get off the Blue Line in the middle of nowhere and, unless things worked out at unprecedented efficiency for the MBTA, that passenger would have to cool his heels. A service provider should have few illusions about the passenger transferring from the Blue Line and getting on the Purple Line train at Wonderland, then making further transit connections farther out. This is just too complex for the ordinary transit user.

Before we leave this topic, it has to be said that to some extent the Blue Line is an orphan of the MBTA, since there is no direct connection with the Red Line in Boston, even though the two lines are close to each other. A connection from Bowdoin to Charles is another project that long has been planned, but without action. An alternative of a moving sidewalk, or at least a walkway between State and Downtown Crossing has had no more success. It should be remembered that the greater number of transit connections required to make a trip, the fewer people are going to try it, regardless of how good the connections are.

Another point to be made is the desire for more roads connecting to commuter rail stations and consequent development of such stations that basically are platforms in the middle of parking lots which in turn (by design) are in the middle of nowhere. Perhaps the station is supplied with the amenity of a telephone booth.

We must not destroy traditional railroad station/village complexes to provide auto-serving centers. There should be a balance between the two types of stations.

In the North Shore, there should be serious study of use or re-use of unused or under-used rail corridors, especially those that serve or potentially serve growing or congested areas. Possibilities for the short term are diesel rail vehicles running on semi-frequent headway with inexpensive stations, comparable with the structures on the Mattapan-Ashmont High Speed Line or else the Highland Branch to Riverside. This could be a pilot for even more frequent electrified service that makes efficient connections with other transit service, and providing service that makes an attractive alternative to highway congestion.

A proposal for re-use of a right of way is the following: From a rebuilt Lechmere Station on the Green Line, a viaduct over the Charlestown railroad facilities and a connection to the all-but-abandoned Saugus Branch. This would be electrified in a manner comparable to the Highland Branch.

This is a corridor that has no efficient public transportation. An area of traditional transit-orientation that has been by-passed by economic development.

Why light rail?

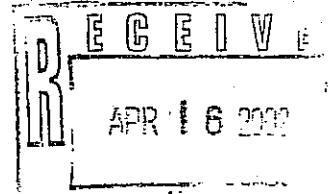
1. It directly would connect to the Green Line.
2. The nature of the routing is such that the railroad crossings would be both an impediment to express service and conversely would make for good station locations. Light rail is more effective for frequent station stops.
3. The nature of the routing encourages local riding.

The advantages of new and convenient connections would be balanced by a roundabout and slow routing from Lynn to Boston. For that reason, this proposal would be unrelated to the proposed Blue Line extension to Lynn, which remains a useful and necessary link.

Of course, a link from the Blue Line to the Green Line at Central Square, Lynn would provide connections that improve upon what was extant in 1940.



April 15, 2002



Stephen Woelfel  
MBTA Planning Department  
10 Park Plaza  
Room 5750  
Boston, Ma. 02116

Dear Mr. Woelfel:

Attached are my written comments concerning the Environmental Impact Statement for the North Shore Transit Improvements Between Revere and Salem, Ma. The written comments are an expansion on the verbal comments I gave at the meeting in Lynn on April 4, 2002.

In summary, the current proposed plan to replace commuter rail with the Blue Line in Salem will significantly degrade the service to Boston, hinder the flow of vehicular traffic through Salem, reduce the quality of life in the neighborhoods that the subway passes through, and create substantial financial risk for the citizens of Salem.

Without a commitment from the federal government to guarantee the funding, including the almost inevitable overruns, the financial risks being assumed by the city and the Commonwealth could be devastating.

I am very concerned that the project has gotten to this stage without a meeting held in Salem, nor apparently with any thought given to the more cost effective methods of upgrading the existing service to Salem.

Sincerely,

A handwritten signature in cursive script that reads "Richard Jendryak". The signature is written in dark ink and is positioned above the printed name.

Richard Jendryak

# NORTH SHORE TRANSIT IMPROVEMENTS BETWEEN REVERE & SALEM, Ma.

## COMMENTS TO ENVIRONMENTAL IMPACT STATEMENT

April 15, 2001

The transit plans presented for improvements will not improve the transit system from Salem to Boston, but will in fact degrade the existing system. The current service from the city of Salem, (walking distance of downtown,) on the commuter rail takes 35 minutes to reach downtown Boston. The proposed extension of the Blue Line would require a ride of at least 45 - minutes to reach downtown Boston. These times are based on current schedules, as published on the MBTA website. Additionally, a subway ride while sitting sideways for 45-minutes would be very uncomfortable, especially for the elderly.

The environment within Salem would suffer from the addition of subway traffic through the city on 4-minute intervals, as is proposed. The subway trains would be noisy, and at the proposed frequency, (allowing for two-way traffic,) would have a subway car passing a given point every two minutes. A significant increase in the noise level above the current passage of a train every fifteen minutes during rush hour, and less at night and during the day.

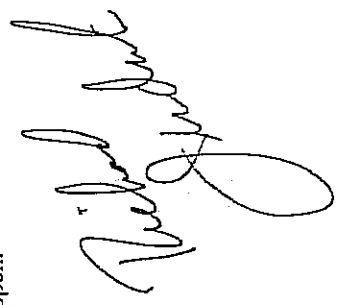
Traffic into the city of Salem would be increased dramatically, especially down route 114, an already crowded thoroughfare. The proposed plan is for Salem to become the northern terminus of the Bluezone, replacing Revere as "the parking lot of the North Shore", (as was pointed out by the mayor of Revere during your meeting in Lynn.) This additional traffic will be at local expense on the roads, significantly degrading the quality of life in the city. The increase in rush hour traffic exiting the city of Salem at 5:00 to 6:00 PM will be substantial.

The gains to the downtown area of the city of Salem, in terms of increased business activity is illusory. The city already suffers from an above average unemployment rate. One of the major employers in the city, the Salem Hospital, would receive no benefit whatsoever from the proposed Bluezone extension into Salem. The argument that trade will follow the addition of transportation, as it does to highways, has not been demonstrated. The highways carry raw materials and finished products, in addition to people. The current train system can carry materials as well as people. A subway is a people mover only.

The cost of the extension is undefined, but is expected to range in the hundred of millions of dollars. Will the federal government guarantee the total cost, or will the residents of the North Shore be expected to shoulder the burden of cost overruns. The cost overruns on the Big Dig serve as a grim example of the Commonwealth's ability to manage capital projects.

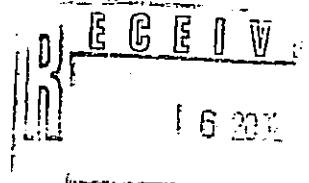
In summary, the current proposed plan to replace commuter rail with the Blue Line in Salem will significantly degrade the service to Boston, hinder the flow of vehicular traffic through Salem, reduce the quality of life in the neighborhoods that the subway passes through, and create substantial financial risk for the citizens of Salem.

I have confined my comments to Salem because I am a commuter who lives in Salem. My observations are partly based on my personal experience of having been a resident of the east side of Melrose from 1973 to 1996. During those years Melrose became the terminus of the Orange Line, and the forecast prosperity never happened, but the increase in vehicular traffic between Route 1 and the subway terminus certainly did happen.



Richard Jendrysik  
3 Hamilton St.  
Salem, Ma. 01970

Cc: Mayor Stanley Usovich  
Representative John Tierney  
Senator John Kerry  
Senator Edward Kennedy



104 Federal Street  
Salem, MA. 01970  
April 14, 2002

Stephen Woelfel, Project Manager,  
Planning Department,  
Massachusetts Bay Transportation Authority  
Massachusetts Transportation Building  
10 Park Plaza,  
Boston, MA 02116

**Subject: Federal Transit Administration  
Preparation of Environmental Impact Statement on North Shore Transit  
Improvements between Revere and Salem, Massachusetts**

**Re:** Written comments on the scope of the EIS, including the alternatives to be considered and the impacts to be studied

Dear Mr. Woelfel:

I attended the public meeting in Lynn on April 4, 2002, and submitted verbal comments. My written comments on the scope of the EIS, as a result of that meeting are as follows:

1. **Alternatives.** I was under the impression that the overall scope of the project was to evaluate transit improvements to the North Shore. I suggest that other options involved in providing more frequent service to the North Shore were not explored and were left out of the scope. These other options include more frequent commuter rail service, and an option called the "Coastal Corridor". I would hope that these options, as well as others be included in the scope, as they all seem to me to be viable alternatives to extending the Blue Line to Salem.
2. **Blue Line to Salem.** The use of the Salem train tunnel by the Blue Line seems to be out of the question. If the Blue Line were extended to Salem, it appears from the reports that it would terminate approximately one half mile from "downtown". If this is the case, how will the users access the city, or vice versa, access the Blue Line, given that they would either have to walk one half mile, or be transported by a bus shuttle system, or be picked up or dropped off by automobiles. This situation contradicts the whole ideal of rail transit, "rapid" or not. This situation should be studied very carefully for impacts on the City of Salem, particularly the roadways, which are bad enough already.

Furthermore, the purported rationale for extending the Blue Line to Salem is to provide economic benefit to the city. These economic benefits were not demonstrated to me, and in fact, the potential negative economic impacts on our existing neighborhoods as a result of the extension and terminus has to be investigated.

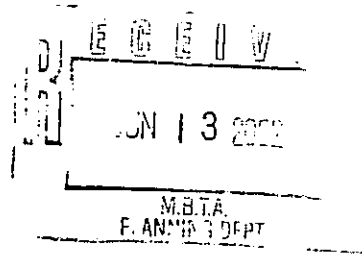
3. **Public Meetings.** There has been a chorus of requests, in writing as well as verbal, since November of 2001 to have a public meeting in Salem on the subject at hand, particularly considering the fact that any increase would potentially affect Salem. Please arrange to have at least one meeting here before the scope is established.

Sincerely,

A handwritten signature in black ink, appearing to read "David M. Hart". The signature is stylized with a large, sweeping initial "D" and a long horizontal flourish extending to the right.

David M. Hart

M/Galaxy



Stephen Woelful,  
MBTA Planning Department,  
10 Park Plaza, Room 5750,  
Boston, MA 02116.

28B, Federal Street,  
Salem, MA 01970.  
11,, June 2002

Dear Mr. Woelful,

North Shore MIS and EIS

Thank you for coming with your road show to Salem on 29 May and for giving us the opportunity to comment on the proposals for Transit Improvement on the North Shore. We also appreciate Mr. DiZoglio's flexibility in letting the meeting remain unitary and avoiding fragmentation, particularly as this was new ground for many of those present.

I hope it was apparent that the great majority of those present were less than happy at the prospect of Salem becoming a terminus for the Blue Line. They also wished for involvement at an early stage in the planning of any new stations and ancillary parking, whether at the existing station or in South Salem.

It is clear that there is a desire for alternative ways of getting people to the trains (other than by automobile), or, conversely, getting the trains to people.

The most popular options to Salem residents were reducing the headways on the commuter rail service, and looking at DMU or light rail variants.

At a more prosaic level, the situation at Salem Station could be made much more (pedestrian) passenger friendly by giving access to the station by stairs going under Bridge Street from its South side, and by providing a second platform on the JPI side of the track.

With thanks for your attention,

A handwritten signature in cursive script that reads "Iain Maclean".

Dr. Iain Maclean.  
Salem Downtown Neighborhood Association

April 5, 2002

Mr. Stephen Woefel,  
MBTA Planning Department,  
10 Park Plaza, Rm. 5750  
Boston MA 02116

Dear Sir:

I wish to provide comments on the environmental impact statement for the north shore transit improvements between Revere and Salem:

First, Thank you for lastnights public hearing (4/4/02) in Lynn

I respectfully request that an evening public hearing be held in Salem, ideally during the scoping process, but certainly before preparing the final EIS.


I am very concerned that certain very viable alternatives are not being considered, particularly the "Coastal Corridor" proposal outlined in the Salem Evening News on 4/4/02 by David Pelletier (attached).

Mr. Pelletier alleges that the T's own studies confirm many of his claims. If this is not true the public would benefit from hearing the MBTA's position and Mr. Pelletier's response. The Coastal Corridor appears to have the least direct negative environmental impacts in terms of damage to sensitive eco-systems as well as mitigating air pollution from both cars and diesel locomotives and the benefits of leveraging existing infrastructure and under-utilized rights-of-way. The frequency and geographic coverage of service appears to be greatly enhanced (the stated objective) versus any of the T's 5 offered alternatives at minimal additional cost, area and more frequent service. He claims the Peer Review group verified that the system is feasible. If this is so, why isn't it on the table for discussion?

As a taxpayer and commuter, I would like very much to avoid another big dig disaster. I am very concerned that new blue line equipment was purchased without full consideration of this proposal and is being used as an excuse to subvert it together with the size of the harbor tunnel. If this plan really is flawed lets hear why at the appropriate time and in the clear light of day.

Finally, any proposals for Salem should mitigate not exasperate our already clogged streets.

Respectfully,



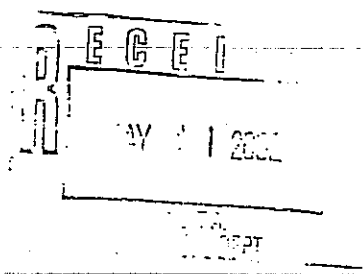
Timothy R. Jenkins  
343 Essex St.  
Salem, MA 01970  
(978) 740-0080



OFFICE OF THE MAYOR

EVERETT CITY HALL  
484 BROADWAY

EVERETT, MASSACHUSETTS 02149-3694



DAVID RAGUCCI  
MAYOR

PHONE: (617) 394-2270  
FAX: (617) 381-1150

May 28, 2002

Dennis DiZoglio  
Assistant General Manager for Planning and Real Estate  
Massachusetts Bay Transportation Authority  
10 Park Plaza  
Boston, MA 02116

5/31/02

cc: Steve Woelfel  
Mark Boyle

Re: North Shore Major Investment Study - Draft EIS  
Transit Service for Saugus Branch Rail Right-of-Way (ROW)

Dear Mr. DiZoglio:

From your letter of May 9, 2002, I understand that the MBTA is establishing the scope of analysis for the Draft Environmental Impact Statement (DEIS) that includes the potential extension of the Blue Line to Lynn and Salem. One idea that may be included in the scope of analysis may involve the use of the Saugus Branch for transit service. I am writing to express that the City of Everett does not support the inclusion of the Saugus Branch for transit service within the DEIS scope of analysis.

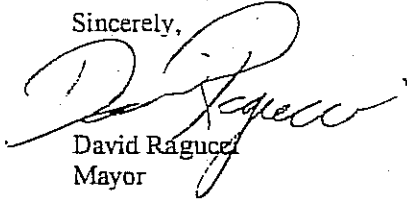
Given that the MIS Steering Committee has reviewed alternatives for the Blue Line extension and has concluded that the Saugus Branch can not meet the project objectives of a connection to Logan Airport and Boston, the MBTA can fully be justified in excluding the Saugus Branch from the scope of analysis. Furthermore, re-use of the Saugus Branch for transit service has no identifiable support within my city. Everett would oppose transit revitalization along the Saugus Branch if it would compromise efforts to connect neighborhoods to new park space being created along the Malden River and the TeleCom City project.

Including the Saugus Branch in the scope of the DEIS will only waste MBTA resources and delay a viable project that does receive broad-based support in my city. As you know, the communities along the Saugus Branch have been working for nearly ten years in support of the creation of a multi-use trail along the line. Extensive public outreach neighborhood by neighborhood occurred several years ago that showed strong support for the trail effort. The City Councils of Everett, Malden, Revere and Lynn voted unanimously for creation of the trail and the Saugus Town meeting voted overwhelming in favor as well. Bike to the Sea, Inc. remains an active group working for trail development and has helped raise over \$100,000 in funds for trail planning and design. Congressman Markey has secured \$1.275 million in funds for trail construction. The City opposes transit use that does not incorporate a multi-use trail and further studies of transit use that delay trail implementation.

We do understand that transportation corridors are precious commodities in our densely developed area and that a Saugus Town official has expressed interest in the transit study. I request that the MBTA put its efforts into an expedited review of the plans for the Bike to the Sea trail so that transit use along side the trail could remain an option along the Saugus Line. A Central Transportation Planning Staff feasibility study concluded that the Saugus Branch has sufficient width to meet MBTA requirements for a trail along the rail.

Thank you for your consideration.

Sincerely,



David Ragucci  
Mayor

cc: James H. Scanlan, Acting Secretary of Transportation and MBTA Chairman  
Michael H. Mulhern, General Manager MBTA





City of Malden  
Massachusetts

RICHARD C. HOWARD  
MAYOR

OFFICE OF THE MAYOR  
200 PLEASANT STREET  
MALDEN, MASSACHUSETTS 02148

TELEPHONE (781) 397-7000  
FAX (781) 397-7073  
E-MAIL [cityhall@tiac.net](mailto:cityhall@tiac.net)

May 29, 2002

Dennis DiZoglio  
Assistant General Manager for Planning and Real Estate  
Massachusetts Bay Transportation Authority  
10 Park Plaza  
Boston, MA 02116

Re: North Shore Major Investment Study  
Draft Environmental Impact Statement  
Transit Service for Saugus Branch Rail Right-of-Way (ROW)

Dear Mr. DiZoglio:

From your letter of May 9, 2002 to Mayor Ragucci of Everett, I understand that the MBTA is establishing the scope of analysis for the Draft Environmental Impact Statement (DEIS) that includes the potential extension of the Blue Line to Lynn and Salem. One idea that may be included in the scope of analysis involves the use of the Saugus Branch for transit service. I am writing to express that the City of Malden does not support the inclusion of the Saugus Branch for transit service within the DEIS scope of analysis.

Given that the MIS Steering Committee has reviewed alternatives for the Blue Line extension and has concluded that the Saugus Branch cannot meet the project objectives of a connection to Logan Airport and Boston, the MBTA can fully be justified in excluding the Saugus Branch from the scope of analysis. Furthermore, re-use of the Saugus Branch for transit service has no identifiable support within my city. Malden would oppose transit revitalization along the Saugus Branch unless parking at the two largest schools in Malden that the MBTA permitted to be developed could be replaced and traffic congestion at grade crossings could be adequately addressed.

I understand that one alternative that may be considered would shift all North Shore commuter rail service to the Saugus Branch. Malden would strenuously oppose such a shift because of the tremendous negative impact such service would have on Malden. The Saugus Branch has 11 at-grade crossing in Malden (27 in total) and crosses nearly every major artery in Malden. Grade separation would not be feasible because of the existence of 2 regional gas pipelines under the ROW. The line passes directly next to the largest elementary school in Malden as well as Malden High School.

Including the Saugus Branch in the scope of the DEIS will only needlessly deplete MBTA resources and delay a viable project that does receive broad-based support in my city. As you know, the communities along the Saugus Branch have been working for nearly ten years in support of the creation of a multi-use trail along the line. Extensive public outreach neighborhood by neighborhood occurred several years ago that showed strong support for the trail effort. The City Councils of Everett, Malden, Revere and Lynn voted unanimously for creation of the trail and the Saugus Town meeting voted overwhelming in favor as well. Bike to the Sea, Inc. remains an active group working for trail development and has helped raise over \$100,000 in funds for trail planning and design. Congressman Edward Markey has secured \$1.275 million in funds for trail construction. The City opposes transit use that does not incorporate a multi-use trail and further studies of transit use that delay trail implementation.

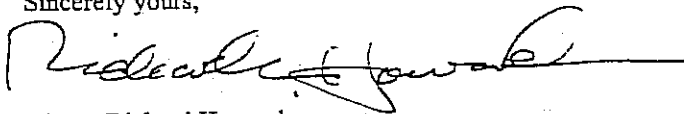
The Saugus Branch lies between the TeleCom City Project, new park land donated by GE to Everett and densely developed residential neighborhoods in West Everett and Malden. The Bike to the Sea Trail is

being planned as a critical link between those areas so the trail must be addressed expeditiously to allow the continued planning and development of the TeleCom City project. I appreciate that the MBTA has allowed temporary access across the Saugus Branch for the new park but has held back on licensing the ROW for a trail while developing the MIS. I urge the MBTA to expedite what I believe is the clearly most desirable resolution for the Saugus Branch.

I do understand that transportation corridors are precious commodities in our densely developed area and that a Saugus Town official has expressed interest in the transit study. I request that the MBTA put its efforts into an expedited review of the plans for the Bike to the Sea trail so that transit use along side the trail could remain an option along the Saugus Line. A Central Transportation Planning Staff feasibility study concluded that the Saugus Branch has sufficient width to meet MBTA requirements for a trail along the rail.

Thank you for your consideration.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Richard Howard", written in dark ink. The signature is fluid and somewhat stylized, with a long horizontal stroke at the end.

Mayor Richard Howard

cc: James H. Scanlan, Acting Secretary of Transportation and MBTA Chairman  
Michael H. Mulhern, General Manager MBTA

North Shore Transit Improvements  
Between Revere and Salem, MA

Comments on the Environmental Impact Statement

Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116. All comments are due by April 19, 2002.

FOR: BLUE LINE & (T) Commuter Rail Revere or Chelsea station to provide a direct connection to Logan Airport.

FOR: D.M.U.'s between N. Station and Salem.

FOR: Rehabilitate Saugus Br. for Commuter and freight Service use.

AGAINST: Blue line to Salem: \$1 Billion The State can not afford. Pkgs. will infringe upon rail freight deliveries.

Conclusion: The commuter rail system can accommodate more trains, so why not add them at a huge savings! and what about adding commuter rail to E. Boston (since most of the right-of-way exists!)

Sincerely,

P. A. Gertsch

Locomotive Engineer - Essex, MA

North Shore Transit Improvements  
Between Revere and Salem, MA

Comments on the Environmental Impact Statement

*Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116. All comments are due by April 19, 2002.*

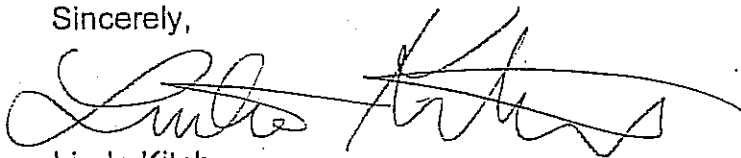
April 11, 2002

Taking into account the public comments I heard at the recent hearing on April 4th in Lynn, it is clear to me that Lynn sorely needs a Blue Line extension.

Based on serious opposition by residents of Salem, the MBTA should plan now for extension only as far as Lynn, and based on serious opposition by residents of the Point of Pines section of Revere, the T should plan on Alternative 4 which cuts over from Wonderland to follow the existing Commuter Rail corridor through Romney Marsh and into downtown Lynn.

It is urgent that the MBTA plan to get this in the pipeline in time for the current transportation planning/funding cycle, that is, by 2003.

Sincerely,



Linda Kitch  
56 Howard Street  
Lynn MA 01902

---

---

---

---

---

North Shore Transit Improvements  
Between Revere and Salem, MA

Comments on the Environmental Impact Statement

Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116. All comments are due by April 19, 2002.

I like the ~~stage~~ because  
I like trains and I just  
need to ride the ~~Franklin~~ Franklin  
line and the Middlebrook Lake Ville  
line to complete the ~~assess.~~  
~~stage~~ n.s. s.s. MBTA I think  
this will be a good line  
to ride on. — ~~THANK YOU~~

Keady Segel  
48 Main St

Rockport MA 01966

→ The ne  
BDM  
trav

North Shore Transit Improvements  
Between Revere and Salem, MA

Comments on the Environmental Impact Statement

Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116. All comments are due by April 19, 2002.

One of the federal requirements in the EIS process is "information disclosure" and "consensus building". Let's start by having a public meeting in Salem, which, after all, is being considered in a major way.

Salem would be greatly harmed by a Blue-Line extension into her midst. Becoming "The Parking Terminus for the North Shore" would create even greater traffic gridlock and further erode the quality of life here.

Please address your efforts to improving and upgrading the existing commuter rail service. Add a station in So. Salem make use of a Peabody spur, and develop a connection to Logan Airport via the Chelsea station.

Elizabeth M. Burns  
Co-Chair, Federal St. Neighborhood A  
Member of Alliance of Salem Neighbor.  
22 Beckford St.  
Salem MA 01970  
978-745-1896

North Shore Transit Improvements

Comments on the Environmental Impact Statement (EIS)  
and Major Investment Study (MIS)

Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116.

Name: Marie A. Breese  
Address: 48 Essex St. #7  
3rd Fl, MA 01970-5765  
Phone: 978-741-0699

Why does every project take so long to be decided & implemented? By the time any of these projects become reality, it will be too late to help the current transportation problems!

- I do not want to lose our commuter service because it's quick - BUT would like to see more frequent / better scheduled service, e.g. M-F evening service - 7:30, 8:30, 9:30, 11:00, 12:30 would give theatre, restaurant, concert goers - a more realistic way to get to the train at North Station - given the slow schedule of the Green line after commuters & shoppers are gone. SAT/SUN schedule could be 6:30 9:00 10:45 + 12:30 for the same reasons

- Connecting the commuter line either directly to the airport - or by moving walkway to Honderland + remaining on express train from there to the airport would allow North Shore residents to get to the airport more conveniently & inexpensively

- I've been told the bus from Salem Depot to Logan takes 1 1/2 hours which if true, is unconscionable

I also agree with the building of a North Salem station. We need to look at things not historically + w/ future oriented eyes!

Please bring back our subsidized ferry service!  
Thank you

North Shore Transit Improvements

From  
Salem  
5/29/02

Comments on the Environmental Impact Statement (EIS)  
and Major Investment Study (MIS)

Instructions: Please return this sheet at the end of the meeting or mail your comment(s) to: Stephen Woelfel, MBTA Planning Department, 10 Park Plaza, Rm. 5750, Boston, MA, 02116.

Name: Michael P. Coleman  
Address: 12 Brown St.  
Salem, MA 01970  
Phone: 978 745-3086

Please, somehow, please, give consideration to water transportation to & from Salem - Boston.

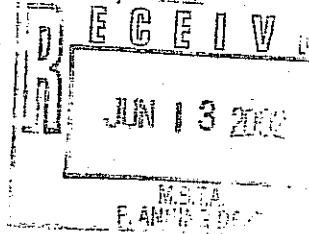
The demonstration project that happened a few seasons ago worked well. I know because I was a regular passenger - commuting each day to my job in Boston.

Thank you



Anthony Bolzan  
12 Middlebury Lane  
Beverly, MA 01915  
(617) 728-7178 (w)

June 10, 2002



Mr. Steve Woelfel  
Planning Department  
MBTA  
10 Park Plaza  
Suite 5750  
Boston, MA 02116

Dear Mr. Woelfel:

As we discussed in our phone conversation last week, I am writing in connection with the MBTA's recent solicitation of comments on how to improve public transportation on the North Shore. I request that you correct an unfortunate peculiarity in the train schedule for the MBTA's Rockport Line. The MBTA's current schedule does not adequately serve the needs of its Rockport Line passengers.

As you may know, there is currently a 6:10 p.m. train that serves this line from North Station, followed by an 8:00 p.m. train (see enclosed schedule). This scheduling gap creates an enormous inconvenience for the growing number of commuters who live along this line. Many of the professionals who work in downtown Boston work well past 5 p.m., and it is extremely difficult to catch the 6:10 p.m. train, especially considering the distance that most offices are from North Station. This means that even on a relatively early night, they need to leave their office by 5:45 p.m. to ensure that they can catch a direct train home at a reasonable hour.

I am aware that a Rockport Line passenger can take a 6:45 p.m. Newburyport Line train to Salem, and then transfer to a Rockport Line train which leaves Salem at 7:31 p.m. However, this requires Rockport Line passengers to wait for 15 minutes outside on the unprotected Salem platform for this train. Thus, the trip to Beverly Farms, for example, which is less than 25 miles from North Station, becomes an unpleasant, disjointed, one-hour journey. This is hardly "rapid transit."

It makes the most sense for this train, which begins its trip at Salem at 7:31 p.m., to begin its trip at North Station at approximately 7:05 p.m. This would provide a convenient mass transit option for those who cannot always leave work before 6 p.m. at virtually no extra initial cost to the MBTA. Any such negligible cost would be more than offset by a likely increase ridership along the Rockport Line. If the problem is the availability of equipment at North Station at that time, the MBTA should endeavor to find a solution and reallocate their equipment accordingly.

I welcome the opportunity to hear your thoughts regarding this issue. I urge you to implement this change, so that this scheduling peculiarity, which causes great inconvenience for many of your customers, may be corrected.

Very truly yours,

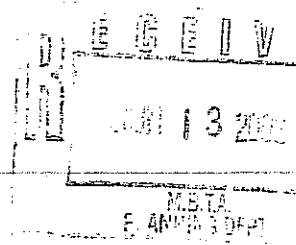
A handwritten signature in black ink, appearing to read 'Anthony Bolzan', written in a cursive style.

Anthony Bolzan

Enclosure



Stephen Woelful,  
MBTA Planning Department,  
10 Park Plaza, Room 5750,  
Boston, MA 02116.



28B, Federal Street,  
Salem, MA 01970.  
11., June 2002

Dear Mr. Woelful,

North Shore MIS and EIS

Thank you for coming with your road show to Salem on 29 May and for giving us the opportunity to comment on the proposals for Transit Improvement on the North Shore. We also appreciate Mr. DiZoglio's flexibility in letting the meeting remain unitary and avoiding fragmentation, particularly as this was new ground for many of those present.

I hope it was apparent that the great majority of those present were less than happy at the prospect of Salem becoming a terminus for the Blue Line. They also wished for involvement at an early stage in the planning of any new stations and ancillary parking, whether at the existing station or in South Salem.

It is clear that there is a desire for alternative ways of getting people to the trains (other than by automobile), or, conversely, getting the trains to people.

The most popular options to Salem residents were reducing the headways on the commuter rail service, and looking at DMU or light rail variants.

At a more prosaic level, the situation at Salem Station could be made much more (pedestrian) passenger friendly by giving access to the station by stairs going under Bridge Street from its South side, and by providing a second platform on the JPI side of the track.

With thanks for your attention,

*Iain Maclean*

Dr. Iain Maclean.  
Salem Downtown Neighborhood Association



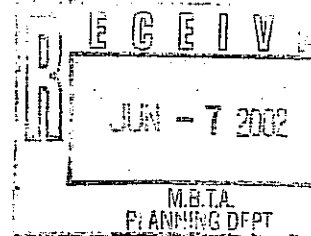
## City of Chelsea

DEPARTMENT OF PLANNING & DEVELOPMENT  
Ned Keefe, Executive Director  
City Hall, Room 101, 500 Broadway  
Chelsea, Massachusetts 02150



June 4, 2002

Stephen Woelfel  
MBTA Planning Department  
10 Park Plaza, Rm 5750  
Boston, MA 02116



Re: North Shore Transit Improvements EIS/MIS

Dear Mr. Woelfel,

I am writing in response to the presentation made at the public meeting on the North Shore Transit Improvements EIS/MIS that was held in Salem on Wednesday, May 29, 2002. At that meeting, I indicated concern about proposed alternatives that would result in the loss of commuter rail service to Chelsea. I would like to reiterate my statement that the City is opposed to any alternative that would result in the loss of its commuter rail connection.

The City of Chelsea is one of the few inner suburbs without a direct rapid transit connection to Boston. Other than the commuter rail connection, the City relies on bus service to connect to employment, retail, and service centers in Boston and the metropolitan region. Its only direct bus route to downtown Boston, the 111 Route, is frequently overcrowded and subject to the vagaries of rush hour traffic on the Tobin Bridge. Other bus routes require a minimum of two-seat rides to get to downtown Boston.

The commuter rail stop provides a direct connection between downtown Chelsea and North Station. It serves Chelsea residents and the 1500 employees at the State's computing center located two blocks from the rail stop. The rail connection also plays an important role in Chelsea's economic development and community preservation plans as the City explores options for minimizing automobile trips in Chelsea and promoting transit oriented development centered on the commuter rail.

If you have any questions or require additional information regarding the City's position on the commuter rail connection and the North Shore Transit Improvements process, please contact me by phone at (617) 889-8237. In the meantime, I would appreciate it if you would continue to keep me informed regarding the progress on the EIS/MIS project.

Sincerely,

John DePriest, AICP  
Director of Planning

18 Sumner Road  
Salem, MA 01970-4467

June 1, 2002

Dennis DiZoglio  
Director of Planning for the M.B.T.A.  
10 Park Plaza  
Boston, MA 02116

Dear Dennis:

I recently attended a meeting on May 29 at Salem City Hall in which you presided regarding improved public transportation from Salem to Boston.

I have two ideas that may be helpful to you.

- (1) Increase the number of Commuter Trains in order to make more frequent runs to Boston.
- (2) Provide express bus runs from Salem to the Wonderland station of the M.B.T.A. where commuters may transfer to the Blue Line.

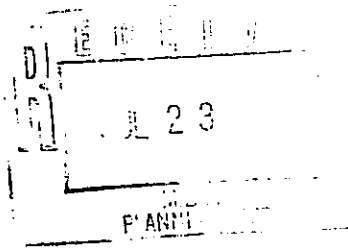
This express can stop at Lynn and proceed to the Wonderland station.

I feel that these two ideas are economically feasible with little or no impact on the environment.

Yours truly,



Anthony V. Salvo  
Former Mayor of Salem



**MARTIN J. McNULTY**  
ATTORNEY AT LAW  
CORNER OF OCEAN & NAHANT STREETS  
84 NAHANT STREET  
LYNN, MASSACHUSETTS 01902  
TEL. (781) 593-0355  
FAX (781) 595-6956

July 22, 2002

Mr. Dennis DiZoglio, Asst. General Manager  
MBTA- Planning & Real Estate  
Transportation Building  
10 Park Plaza  
Boston, Massachusetts 02116

RE: Blue Line Extension

Dear Mr. DiZoglio,

I would ask you to consider the following plan :

Erect a single elevated rail, (mono-rail), along the Lynn-Boston commuter line right of way , and have only one train oscillate non-stop between Lynn and Boston, at a high speed, (220 MPH makes a ride time of less than three minutes). The three minute travel time between Government Center and Lynn would truly revolutionize our approach to mass transit. Leave the existing Blue Line intact.

A thirty-five minute ride from Lynn to Boston will do very little for the North Shore, but a three minute ride from Lynn to Boston opens up a cornucopia of possibilities. Extending the 1910 "oxcart on-a-rail" system is , in my opinion, going backward. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Martin J. McNulty". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Martin J. McNulty

**Appendix M**  
**Scoping Comments Matrix**



**NORTH SHORE TRANSIT IMPROVEMENTS**  
**SCOPING COMMENTS SUMMARY**

Name	Representing	Purpose and Need	Alternatives	Impacts - Economic Development and Environmental Justice	Impacts - Environmental Impacts	Cost Effectiveness	Public Participation	Regional/Other Transportation
<b>Agency Scoping Meeting</b>								
Dan Lauzon	Brotherhood of Locomotive Engineers							X
Alan MacMillan	Amtrak		X					
Matthew Keamy	FTA							
Susan Hamilton	Sierra Club							X
Craig Leiner	MassPort				X			
James Eisenberg	Rep. DeLeo			X	X			
Jim Gallagher	MAPC			X				
Jim Treadwell	Alliance of Salem Neighborhood Associations						X	
Noah Berger	MBTA Advisory Board		X					
John McDonald	USCG*				X			
Mary Rodrick	League of Women Voters							X
Mark Berger	MassHighway							X
John Businger	North/South Rail Link							X
<b>Public Scoping Meeting</b>								
Senator Elect Thomas McGee	MA Legislature	X	X	X				
Rep. Mark Falzone	MA Legislature		X	X				
Rep. Douglas Petersen	MA Legislature	X						
Mayor Chip Clancy	City of Lynn	X		X	X			
Mayor Thomas Ambrosino	City of Revere							
Mike Bencol	Salem City Council				X			
Jim Cowdell	Lynn City Council		X	X				
Deborah Smith-Walsh	Lynn City Council		X	X				
Joe Walsh	City of Salem		X	X				
Kevin Donahue	Lynn Area Chamber of Commerce		X	X				
Tom Furey	Salem City Council		X	X				X

\* The proposed alternatives will require permits from this agency.

Name	Representing	Purpose and Need	Alternatives	Impacts - Economic Development and Environmental Justice	Impacts - Environmental Impacts	Cost Effectiveness	Public Participation	Regional/Other Transportation
Regina Flynn	Salem City Council		X				X	
Dan Lauzon	Brotherhood of Locomotive Engineers		X		X			
Richard Jendrysik			X					X
Fred Moore	Association for Public Transportation		X		X			
John Businger								X
Jeff Segel			X		X			
CC Yanakakis				X				X
Tim Jenkins					X			
Steve Winslow	Mystic Valley Development Commission		X		X			
Tom Lenthall	Union Bus Transportation Association							X
Betsy Burns			X					
David Hart			X				X	
Jim Treadwell	Salem Neighborhood Alliance		X					
Pat Donahue			X		X			
Martin Lacarbonara		X	X					
Barbara Cleary			X				X	
Sandy Powell	South Salem Neighborhood Association		X				X	
Dale Orlando			X	X			X	
Jeff Gibbons	Oasis Development		X	X				
Peter Griffin	NH Railroad Revitalization Association		X	X				
Richard Holbrook	Eastern Bank		X	X				
James Berk	Lynn Business Partnership							
Jack Suslak			X	X				X
Richard Rehal	Eastern Bank		X	X				
John Deacon	Massachusetts Sierra Club		X				X	X
Mark Kenal	Project Cope		X	X				
Steve Walsh	Lynn Arts, Inc.		X	X				
Alan Macmillan	Rockport Conservation Commission		X			X		X
Alice Segel			X					

Name	Representing	Purpose and Need	Alternatives	Impacts - Economic Development and Environmental Justice	Impacts - Environmental Impacts	Cost Effectiveness	Public Participation	Regional/Other Transportation
<b>Written Comments</b>								
Robert W. Varney	EPA*	X			X			
Peter M. DeVeau	EDIC/Lynn		X	X				
Michael Bencal	Salem City Council		X		X			
Kimberly Driscoll	Salem City Council		X		X			
Salem City Council - Resolution		X	X				X	
Valerie Burns	Boston Natural Areas Network	X			X			
Rep. Robert Deleo			X		X			
Ross Dolloff	Neighborhood Legal Services		X	X				
James T. Haskell, Executive Director	Salem Harbor CDC		X	X				
Illia M. Stacy, Executive Director	My Brother's Table North Shore		X	X				
Elizabeth Hogan, Executive Director	Community Action Programs		X	X				
Damon M. Harrison, Housing Coordinator	North Shore NAACP		X	X				
Fred R. Moore, President	Association for Public Transportation		X	X				
Barry M. Steinberg	Association for Public Transportation		X					
Richard Jendrysik			X			X		
David M. Hart			X				X	
P.H. Gertsch			X			X		
Linda Kitch			X					
Iain Maclean	Downtown Neighborhood Association		X	X				
Timothy R. Jenkins			X		X	X		
Mayor Richard Howard	City of Malden		X	X				
Mayor David Ragucci	City of Everett		X	X				
Michael P. Coleman			X					
Maria A. Brescia			X					

\* The proposed alternatives will require permits from this agency.

Name	Representing	Purpose and Need	Alternatives	Impacts - Economic Development and Environmental Justice	Impacts - Environmental Impacts	Cost Effectiveness	Public Participation	Regional/Other Transportation
Elizabeth Burns			X		X		X	
Keady Segel			X					X
Anthony Bolzan			X					
Iain Maclean			X					
John DePriest, Planning Director	City of Chelsea	X	X					
Martin J. McNulty, Esq.			X					
Anthony Salvo			X					

**Appendix N**  
**Saugus Branch Evaluation**

## SAUGUS BRANCH HYBRID ALTERNATIVE

A number of alternatives have been brought forward for consideration during the MIS and EIS processes. One, the Coastal Corridor would result in the replacement of all Commuter Rail service between Boston's North Station and Newburyport / Rockport with a rapid transit type service operating as a major extension of the Blue Line northwards from Revere. This concept is in conflict with the consensus of the communities north of Salem that wish to continue commuter rail service as it is today. In recognition of the need to more fully examine transit opportunities between Revere and Salem, while at the same time preserving the commuter rail services extending to Newburyport and Rockport, an alternative was identified which would permit continued operation of commuter rail service in concert with rapid transit service between Revere and Salem.

### Definition

Under the Saugus Branch hybrid alternative, Newburyport / Rockport commuter rail service would operate from Boston's North Station on the Eastern Route Main Line to Everett Junction. At this locale, commuter rail service would be re-routed onto the MBTA-owned Saugus Branch, continuing along the 9 ½ mile length of the Branch through Everett, Malden and Saugus and rejoining the Eastern Route at Commercial, approximately one mile south of the Lynn Central Square Station. Commuter rail service would then continue unchanged north of Lynn out to Newburyport and Rockport. Use of the Saugus Branch for commuter rail operation would free up the Eastern Route Main Line for rapid transit service from the Saugus River Crossing south to Revere. North of the Saugus River through Lynn, the rapid transit service would share the existing four-track wide right-of-way with commuter rail services, with the two existing tracks being assigned to commuter rail and two new tracks being constructed for rapid transit.

The connection between rapid transit service and the Blue Line in Revere, in the vicinity of Wood Island and Airport Stations, would result in a new rapid transit segment between this proposed junction and the commuter rail right-of-way. This would raise the same alignment issues as discussed in the Coastal Corridor Concept white paper. The route is proposed to use the former Conrail / CSX East Boston [freight railroad] Branch. From the vicinity of Wood Island northwards to Chelsea Street, plans have already been developed to convert the right-of-way into a combined truck haul road (for Logan Airport) and an MBTA Urban Ring bus rapid transit route. The right-of-way is also constrained by abutters and highway grade crossings. Therefore, its additional use as a rail rapid transit route appears circumspect, at best.

### Issues with this Alternative

Use of the Saugus Branch would require re-activation of a rail corridor that has been inactive since occasional freight service last operated in 1993 (along the western portion of the branch through Malden and Everett). Passenger service was last operated in 1958, whereupon the line was converted to a single-track operation. The Saugus Branch was constructed as a double track railroad throughout its length. However, removal of the second track and development along its length has resulted in apparent encroachments. A gas pipeline and other utility easements have been observed within the former track bed. Much of the Branch traverses densely developed areas in Everett,

Malden and Saugus. Reactivation of the Branch for commuter rail service, operating approximately 60 trains per day, poses serious potential concerns for noise and vibration and impacts on traffic and pedestrian activity. A formal examination of the line has not been performed, however it is estimated that upwards of two dozen rail-highway grade crossings would have to be evaluated. Crossings in some locales, such as in the immediate vicinity of Eastern Avenue in Malden, involve complex highway intersections with the potential for requiring extensive traffic mitigation activity.

Another issue is potential schedule impacts. The Branch is circuitous in nature and, as such, can not accommodate train operating speeds comparable to that of the parallel Eastern Route Main Line between Lynn and Everett Junction. It is estimated that use of the Branch could increase the commuter rail travel time between Lynn and Everett Junction by approximately 15 to 20 minutes. This additional travel time assumes that there will be no intermediate passenger stops on the Branch. Further detailed study would be required to determine the actual increase in schedule running times.

In conclusion, the Saugus Branch alternative provides an option for accommodating a rapid transit concept while preserving commuter rail service north of Salem. However, this alternative would appear to pose significant environmental, social, and physical impacts to the communities along the new alignment, and potential operational issues that would too negatively impact the level of commuter rail service currently provided. Further, during the DEIS public outreach, the cities of Everett and Malden also stated that this alternative does not support the current "Bike to the Sea" Project that is the transportation option favored by the region.

**Appendix O**  
**Coastal Corridor Evaluation**



July 10, 2002

## COASTAL CORRIDOR CONCEPT

An alternative concept for providing expanded rapid transit service throughout the North Shore area has been proposed under the name "Coastal Corridor." The Massachusetts Bay Transportation Authority (MBTA) has previously reviewed the "Coastal Corridor" proposal within the North Shore Transportation Study of 1995.

As presently envisioned, this concept would deploy rapid-transit type service (connecting to the existing MBTA Blue Line) from Revere northwards to Newburyport and to Rockport, utilizing the railroad trackage over which the MBTA's commuter rail service presently operates. By implementing this alternative, the existing MBTA commuter rail service on the Rockport and Newburyport lines would be eliminated. The existing commuter rail service presently encompasses approximately 53 route miles with 17 stations, served by 60 weekday trains. Approximately 18,000 riders are carried on a typical weekday. Equipment consists of standard MBTA commuter rail diesel locomotives and coaches. Coaches are equipped with upholstered seats, in a transverse 3-2 configuration. Some coaches are equipped with restroom facilities.

The Coastal Corridor would replace the existing service and equipment with an electrified rapid transit type vehicle operating on rapid transit frequencies. The Coastal Corridor concept proposes the procurement and use of an undefined type of high performance, high comfort type of transit vehicle that would have to be custom built for this service. Given the requirement that the Coastal Corridor will physically connect with the Blue Line in Revere, and thus be routed through the existing Blue Line tunnels into downtown Boston, the unspecified vehicle would have to be constructed within overall external dimensions comparable to that of the existing Blue Line fleet. These dimensional limits are: car length 48 feet 6 inches, width 9 feet 3 inches and height - 11 feet 8 inches. Use of a larger vehicle, comparable to a commuter rail coach, would necessitate major modifications to Blue Line structures, notably platforms and tunnels. The Coastal Corridor also has considered the use of a longer (but not wider) Blue Line type vehicle, which would essentially be created by use of a two section articulated vehicle similar to the MBTA's existing Green Line fleet. The creation of a two-section articulated vehicle would result in an overall vehicle length of approximately 96 feet. A typical train would consist of three articulated cars, and the total train length would be 288 feet providing a total of 282 seats. The MBTA evaluated the design of such a vehicle in the early planning stages of the ongoing Blue Line fleet replacement. However, the vehicle's requirements for additional side clearance on curved track would require substantial modifications to existing structures. Accordingly, such a vehicle design was deemed impractical. The "Coastal Corridor" vehicle would also fail to meet existing demand on the Blue Line and commuter rail systems. The current 4-car Blue Line train sets hold 380 individuals at capacity, and the new 6-car train sets will hold approximately 570 individuals. In terms of commuter rail, MBTA train sets now hold over 800 individuals at capacity. Vehicle changes could substantially affect ridership, while infrastructure modifications could substantially affect cost.

The interior configuration of the “Coastal Corridor” rapid transit vehicle is presumed to replicate that of a commuter rail coach, with lateral seating, upholstered seats and an emphasis on seating, rather than standing capacity. However, the need to address the requirements of Blue Line operations, particularly in the downtown portions of the line, tends to work at cross- purposes with the commuter rail coach features. By design, rapid transit vehicles are configured to expedite loading and unloading of passengers, with multiple side doors and an emphasis on providing open floor space whereby seating is often placed against the side walls. By way of example, the new Blue Line cars will provide space for 34 seated passengers and 56 standing passengers under loading standards. The MBTA attempted to utilize commuter rail coach features in rapid transit vehicles when the Red Line extension to Quincy was inaugurated in 1970. The cars were equipped with pairs of transverse upholstered seats, with minimal open floor space for standing passengers and a minimum of handrails for standing passengers. This arrangement resulted in slower passenger movement, and thus proved unsatisfactory for operations in the downtown subway portions of the line, with platform “dwell” time often delaying operations on the line. The cars were subsequently modified to provide more open floor space and overhead handrails, with the seating being converted to traditional rapid transit type seats placed against the side walls.

Replacement of the existing commuter rail service is necessitated by the assumption that the entire commuter rail trackage will be converted for use by “Coastal Corridor” rapid transit equipment. This would require installation of overhead electrification wiring (termed “catenary”), electrical substations, signal and train control systems compatible with the existing Blue Line. These features would presumably be installed while commuter rail service continued to operate, creating concerns about overall construction schedules and interfaces with the active commuter rail systems. Alternatively, commuter rail service could be terminated, with a substitute bus service being operated while the route was being converted for a rapid transit operation. The “Coastal Corridor” concept envisions the use of all existing commuter rail stations. However, rapid transit equipment requires that all stations be equipped with floor level (high level) passenger platforms serving the entire length of the train. This would require an extensive construction program at most of the existing commuter rail stations. Fares and payment policies are not specified in the “Coastal Corridor” concept. However, it can be assumed that the MBTA would require the installation of fare collection turnstiles, exit gates, collector’s booths and fencing at all of commuter rail stations being converted to Coastal Corridor rapid transit service. This pre-payment arrangement is standard procedure for all MBTA rapid transit subway services. Only the Green Line, operating with individual light rail cars equipped with operator-attended fare boxes, allows for payment on-board the vehicle. However, the “Coastal Corridor” proponent has emphasized that a Green Line type operation is not contemplated.

In addition to the system wide issues, there are site-specific challenges associated with the “Coastal Corridor” concept. The existing ½ mile railroad tunnel in downtown Salem was constructed to a single-track configuration. Commuter rail services can be scheduled to have inbound and outbound trains pass at this location without incurring substantial delays. However, the proposed operation of rapid transit service operating inbound and outbound on headways of four to eight minutes over this single-track segment poses concerns as to the feasibility and reliability of the service. MBTA policy for rapid transit operation is based on double track operation. There are no portions of

the MBTA rapid transit system which operate passenger service on a shared or single track. North of Salem, on the individual Newburyport and Rockport branches, there are segments of single track which would also likely require conversions to double track for rapid transit operation. The presence of at-grade highway crossings north of Salem poses concerns in terms of rapid transit service reliability, potential traffic impacts, and safety. Again, per MBTA policy none of the rapid transit subway lines have at-grade highway crossings. In those locales where rapid transit lines have been extended along former railroad lines, the highway portions of the grade crossings have either been permanently closed or have been reconstructed as grade separated roadways passing under or over the rapid transit line.

The existing Commuter Rail Line passes over the Saugus River on a moveable span bridge. While the frequency of Commuter Rail train service is such that openings of the bridge for river traffic can be accommodated without disrupting train schedules, the four to eight minute headways proposed for the "Coastal Corridor" would likely require construction of a new high level fixed span rapid transit bridge, as it is MBTA policy to utilize fixed span bridges on its rapid transit river crossings. The Red Line's Anderson Bridge spanning the Neponset River and the Orange Line's Dana Bridge at the Mystic River are notable examples of the scale of construction associated with such river crossings. The construction of such a structure within the existing commuter rail right-of-way at the Saugus River poses major concerns as to how commuter rail service could be maintained during construction. As noted previously, a considerable period of substitute bus services might have to be implemented during construction of the "Coastal Corridor's" required infrastructure.

The proposed Coastal Corridor connection with the Blue Line, identified as occurring between Airport Station and Wood Island Station, would result in a new rapid transit segment between this proposed junction and the commuter rail right-of-way. This rail rapid transit route is proposed to use the former Conrail / CSX East Boston [freight railroad] Branch, extending along the east side of Chelsea Creek, connecting with the Commuter Rail Main line at Winthrop Street. From the vicinity of Wood Island northwards to Chelsea Street (the southern most portion of this rail corridor) plans have been developed to convert the route into a combined truck and MBTA Urban Ring bus rapid transit route. Its use as a rail rapid transit route as well would be extremely difficult to implement because of a lack of necessary right-of-way to accommodate the additional use. From Chelsea Street north to the connection at Winthrop Avenue, the remaining out-of-service single track is perched on the edge of Chelsea Creek, with various commercial abutter and grade crossings situated on the landward side. The ability to convert this portion of the out-of-service single track freight line to a grade separated rapid transit rail corridor is not certain, and would likely pose significant engineering and real estate issues as well. More significantly, the "Coastal Corridor" alternative would also eliminate existing MBTA service to Chelsea. From regional demographic data, Chelsea has been identified as a community with a significant population of minority, low-income individuals, and the MBTA does not support a disinvestment in this area where services are needed.

Not specified in the "Coastal Corridor" concept is the location of outlying storage and maintenance facilities for what would be an expanded Blue Line type fleet. Sufficient maintenance capacity for such an expanded fleet does not exist at the existing Orient Heights maintenance facility. Moreover, the need to position equipment at the outer ends of the line for morning service requires that sizeable storage yards also be

provided at the outer ends of the line. The siting of such maintenance and storage facilities often proves difficult, due to the need to achieve compatibility with local zoning and land use policies. Moreover, the nature of maintenance facilities is such that much activity occurs during the overnight period (typically after 1:00 am) when trains are being serviced and switched with the facilities. Due to the more intense rapid transit service contemplated by the Coastal Corridor, this would represent a far more 'active' facility than the present commuter rail "layover" sites, wherein train sets are simply "parked" overnight. This may create new impacts for any sensitive uses such as residential populations surrounding rail facilities. All major maintenance on the existing commuter rail fleet currently occurs at Boston Engine Terminal (BET) in Somerville, which is situated primarily in an industrial area adjacent to major transportation facilities where sensitive populations are not likely to be affected.

Despite these operational challenges, the "Coastal Corridor" does offer potential benefits for the study area.

### **Benefits of the "Coastal Corridor"**

The North Shore Transportation Study of 1995 identified several benefits that are associated with the "Coastal Corridor" Concept. The "Coastal Corridor" alternative resulted in a significant growth in ridership, and in fact would be expected to achieve the highest ridership of any other option. This result is not surprising because the replacement of commuter rail service with rapid transit would increase the frequency of trips from the North Shore into Boston. The travel demand forecasting model that is used in the Boston region to measure ridership is very sensitive to the number of generated trips, as it calculates ridership figures. Because the "Coastal Corridor" increases ridership, this option would also lead to increased revenues for the MBTA. The "Coastal Corridor" alternative also has an added benefit in that it would offer customers a single seat ride into Boston's subway network.

### **Reasons for Not Recommending the "Coastal Corridor"**

Together, these factors show that the "Coastal Corridor" could improve transportation choices on the North Shore. At the time of the 1995 study, the MBTA attempted to address its operational and cost concerns with this option, and it convened a peer review by transit experts from other properties across the country. In evaluating the "Coastal Corridor" alternative, the Peer Review Committee suggested that any improvements on the North Shore should meet the transit objectives of the Corridor. The Committee also suggested that the, "MBTA should consider expanding their community involvement process in the North Shore Corridor, with the goal of achieving a broad base of public input and support, and agreement on what the objectives of transit are on the North Shore."

As suggested by the Peer Review Committee, the MBTA has incorporated an extensive public outreach effort as part of the North Shore Major Investment Study (MIS) process to help build consensus around a set of transportation improvements on the North Shore. The "Coastal Corridor" alternative does not meet the transit objectives that have been established for the 32-community study area of the North Shore MIS. These objectives have been developed through the significant involvement of the public and the work of the North Shore MIS Steering Committee.

From MIS public outreach efforts, commuters on the North Shore have expressed their desire to maintain and enhance commuter rail service. In the 1995 peer review, the members of the Peer Review Committee endorsed the continued use of commuter rail to meet the needs of commuters from north of Salem, as they noted, "...we are not convinced any rail mode other than commuter rail makes sense north of Salem." The "Coastal Corridor" would eliminate commuter rail as people know it today. Although commuter rail users are interested in more frequent service, the level of this demand is not great enough to support a rapid transit alternative for commuters north of Salem.

The "Coastal Corridor" alternative does offer potential benefits for North Shore commuters; however, the proposed service faces significant operational challenges and infrastructure needs for this idea to be implemented. This option also does not meet one of the critical objectives that have been expressed through the public outreach process; namely, the preservation and enhancement of commuter rail service. The MBTA can not recommend a project that does not meet the expectations of its customers