

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in East Boston, April 25, 1973 Tape 2

(Continued from Tape 1)

00:00:00,000 --> 00:00:32,029

Audience Member: ---exit ramps, I saw nowhere on the map that you furnished where these might be located. Now it is a fact that Neptune Road, in addition to the overflights, has suffered considerably from the tremendously increased traffic on that narrow approach to Neptune Road. Can I assume that the exit and entrance ramps will be on the tunnel side of the present down ramp that leads to Neptune Road? Can you answer that Mr. Mooney?

00:00:32,560 --> 00:01:08,480

Richard Mooney: Are you referring to the proposed exit roadway which the state DPW is considering?

Audience Member: That's Right.

Mooney: Yes well that would provide for an exit prior to the exit that comes down right at the foot of Neptune Road, and it would turn off, if you're familiar with the Robi Property, and it would cross over the MBTA track where it goes underground and would intersect with a roadway which now goes between Dave's Motor and Allegheny Airlines Hanger.

00:01:08,560 --> 00:01:20,800

Audience Member: In other words, I can assume that that section of Neptune Road, which is on the Bennington Street side of the tracks, would have reduced traffic as a result of this?

Mooney: I—well certainly yes.

00:01:20,880 --> 00:01:25,320

Audience Member: And that there would be no land or home taking in the construction of these two.

00:01:25,790 --> 00:01:52,460

Mooney: That is correct. Let, let me say that now the entrance back up onto that roadway would require a roadway which would go underneath C1, but it would come back out to the point where it intersects with Neptune road at a point away from the houses, so that there would be no passage of traffic following that route in front of any house.

00:01:52,480 --> 00:02:03,200

Audience Member: Now that section that goes under the, under Route C1, would it come out somewhere on Chelsea Street or near the day square section, and wouldn't--- aren't there homes in that area?

00:02:03,600 --> 00:02:28,800

Mooney: No it would come out right about at the base of where the down ramp now comes in, and if it was going straight ahead then it would eventually get back onto the road that goes on down towards Winthrop. If it's going into Boston it would come around under C1 and up the up-ramp on the other side.

00:02:28,880 --> 00:03:13,120

Audience Member: All right Mr. Mooney. Now on page 3 you indicate that early in 1980 the airport use would reach its saturation point, and yet on page 13 you state that: "Alternatives for reducing or diverting demand upon airfield facilities are under consideration which could conceivably result in a further need--- result in no further need for new airport facility improvements". Nowhere in this plan do I see some of those alternatives specified. Is this a sub to the community, or are they real practical realistic solutions for reducing airport use?

00:03:15,800 --> 00:04:53,280

Mooney: I hope that I understand your question correctly. The projected traffic that has been projected by the consultants and also by the airlines and by the FAA would exceed the practical annual capacity of Logan as developed even if we undertake all of the improvements that are suggested for inclusion in the master plan. Now if, in fact, there are not other things that would divert traffic, such as high-speed rail, just as an example, there have been suggestions that certain general aviation traffic could be diverted to other airports. There are certain things that could have an effect toward decreasing the traffic below what is an unconstrained forecast, which the consultants have made. Now if there is not a constrained level of traffic in 1980, then in my judgement the airport capacity will be saturated, and it will operate over capacity, and it just depends on how much diversion there is as to how far over capacity it will operate.

00:04:53,280 --> 00:05:14,480

Audience Member: All right Mr. Mooney, I realize that this is a ten-year plan. Assuming that that point of saturation is reached, would it not be an honest thing to do to give some indication of what is planned by Massport should that saturation point be reached?

00:05:19,240 --> 00:06:42,540

Mooney: As far as the Logan Airport is concerned, there have been several things that have been suggested and discussed. I think there will be some developments that will be recommended, for instance by the state aeronautics--- aeronautics commission and the state-wide airport system study. We know that additional capacity can be gained at Logan. We are not recommending that it be gained. An obvious method of increasing capacity is the construction

of 1533. The port authority staff several years ago recommended the potential need for a second major air carrier airport and there are several sites that were suggested. This was reviewed by the port authority board and it was decided by them that there would be no further consideration of such a program. The governor in July of '71 said that as long as he was governor there would be no second airport so that there must be other options of transportation developed or Logan will become saturated.

00:06:43,520 --> 00:07:00,760

Audience Member: Mr. Mooney in Massport's deliberations and discussions on the--- on airport expansion, has there ever been mentioned a physical geographic limit to the point beyond which they don't plan to go at any time in the future?

00:07:05,640 --> 00:07:15,640

Mooney: We--- we feel that there should not be expansion of Logan beyond the limits that are shown on this plan.

00:07:15,680 --> 00:07:21,680

Audience Member: That's at any time in the future. Regardless of saturation or any other factors.

00:07:22,540 --> 00:07:51,680

Mooney: I cannot predict for all times in the future.

Audience Member: All right.

Mooney: And obviously to say that, you well know that even if the authority board voted now obviously action can be taken in the future there might be decisions by subsequent governors. There are many factors over which we have no control today.

00:07:51,720 --> 00:09:03,120

Audience Member: All right thanks. Mr. Lyden, I'd like to address my last remarks to you. May I respectfully suggest to you that Neptune Road area specifically and East Boston in general has suffered inhuman and inhumane conditions as a result of airport operations. It is quite true that this area, the northeastern section of the United States, does benefits from the operation of this airport. I have heard often times the word trade-off mentioned implying that you give some and you take some. But to my way of seeing it for the past 21 years on Neptune road it has been all taking and no giving. May I respectfully suggest that before you vote on any of these measures you study them carefully in the light of what effect they will have on the people of East Boston, and that you recommend for approval those that have no impact on the people and that you vote down those that do. Thank you.

[Applause]

00:09:03,160 --> 00:09:06,800

Callaghan: I think he was here first, excuse me.

00:09:06,800 --> 00:09:48,720

Mooney: Excuse me could I make just one comment. I'd like to make it very clear as far as expansion of Logan is concerned that the airport cannot expand beyond its present boundaries. The decision cannot be made by the port authority board. There are limitations that can only be lifted by the state legislature and I think that should be made very clear. This is not just something that the port authority board could change its mind on tomorrow and say "Okay, now we'll build another runway, which is out beyond these limitations". It cannot do it legally.

00:09:51,960 --> 00:09:52:680

Callaghan: Mr. Ceceri.

00:10:01,600 --> 00:10:24,920

Tony Ceceri: My name is Tony Ceceri. I live at 1105 Saratoga Street in the Bays Water section of East Boston. Before I get into my comments Mr. Mooney may I ask one question? Is the port authority ever willing to concede that they have reached a saturation point without further expansion? In other words, the port authority seems to be operating on the premise that we can expand, we can expand, we can expand, even though we stay within the boundaries. Are they ever willing to accept the fact that maybe we have don't enough expansion at this airport? And maybe just realize that fact and stop now.

00:10:44:120 --> 00:12:33,800

Mooney: Well I, I don't know, you know, the feeling is that there is a need for added capacity within the present physical limitations of Logan. That the demand is created by the people that use the airport, the majority of which are citizens of the Greater Boston area, and we're trying to meet that demand. We feel that, there is a point, I personally feel that there is a point at which time Logan will reach its capacity unless traffic is diverted to other points. I do feel this, and I think it's particularly important because a point was made previously, that there is a feeling that if there's no further development, if everything today stopped and that there wasn't a bit of additional construction, that somehow that that would place an absolute limit on numbers of passengers, automobiles, airplanes and so forth. This is not correct. There is a rated capacity of Logan, but it can and will operate beyond the level. But in doing so, we think that it results in not only inconvenience and potential safety problems in the operation of the airport, but we think that environmentally it will result in adverse conditions. And this is caused by delays, by circling of aircraft, holding of aircraft in the landing area, many things that you're approaching the threshold of today.

00:12:34,800 --> 00:13:04,040

Ceceri: Well is there any possibility then of picking a figure of total flights or total operations in a year period, say the year of 1973, and the port authority turning around at that point in time

and saying "Okay this is the limit of our operation regardless of that the FAA says our capacity is". Granted if the FAA says your capacity is greater, that you can handle more aircraft, naturally you're going to accommodate more aircraft. It seems to me it'd be a snowball effect. There's no end to this.

00:13:06,600 --> 00:13:21,680

Mooney: Well I don't know---

Ceceri: Seems to me, excuse me, seems to me that somebody has to draw the line and say "Okay this is the maximum capacity". I don't think it's up to the FAA, I think it's up to the port authority to say "We're not going to accept any more in-coming or outgoing flights. Now this is going to be our maximum operations".

00:13:23,080 --> 00:14:54,200

Mooney: I question whether the port authority has the right to say that only 300,000 airplanes a year will operate into Logan. There have been capacity restrictions, as you know, at three high density airport areas, Washington, New York, and Chicago, but these airports consistently operate really overcapacity and you're familiar with the substantial delays that are incurred at each of these airports and it really is not good. You have airplanes that idle by the hour out on the runways, taxiways, waiting to take off. So I don't think that there's any advantage that results from this kind of a restriction. Now I question, as I say, whether the port authority could, if it wished to, establish a limitation and say this is the capacity of Logan and it will not be exceeded. There is a demand, which is created by the people wishing to travel to and from Boston, and all we are trying to do is meet that demand with facilities that will do it and the safest, most convenient way without exerting unnecessary environmental problems in the process.

00:14:54,920 --> 00:16:37,480

Ceceri: Okay, that's the point exactly that I'm making, you're willing to always accept the increased demand. Maybe now I can get into the comments that I jotted down earlier. You know, funny I seem to have the uncanny relationship of fairytales to the ongoing discussions between the community and the port authority. And again I come here reluctantly and of the opinion that I am following like the children of the pied piper and in following your illustrious leader Pinocchio, as earlier this evening on the radio I listened to Mr. King implying the public and the East Boston people be damned as he has every intention of proceeding with the south terminal and the bond issue. And to hell the with environment consideration because the port authority is exempt under the Enabling Act. Well to me this is one hell of an attitude. Okay maybe in some people's opinion, maybe in the court's opinion the port authority is exempt from law regarding environmental considerations, but it seems to me the port authority's conscience, which I doubt they have, should tell the law--- should be able to tell that the law was made to protect the environment and the law was passed in the best interest of the people. And therefore regardless of any exemptions on such a serious question they would be willingly

accepting the fact that they would like to comply with this the environmental situation. You ask maybe, how does this relate to this meeting tonight, well based on the attitude to of the port authority---

00:16:38,430 --> 00:16:55,360

Callaghan: Would you like to move farther back? Would you move just a bit back? And may I ask one other thing would the people kindly refrain from speaking as loudly as they are because they are interfering with the reception of the speaker? Thank you.

00:16:57,840 --> 00:18:03,600

Ceceri: Okay. Based on the attitude of the port authority past and present and right up to today, I see no visible intention of helping the community. Nowhere in my opinion do I see a direct connection on a reduction of noise. Nowhere do I see a curfew. Nowhere do I see decentralized terminals. Nowhere do I see a community assistance fund. Nowhere do I see sound-proofing of schools. Nowhere do I see an attempt to reduce or at least hold and check automobile traffic. Nowhere do I see a buffer zone of trees and shrubbery within existing port authority property lines. Nowhere do I see relief for the East Boston people. All I see is comfort and convenience for the air traveler. At the very minimum I ask that this master plan show the construction of a buffer zone around the perimeter of the airport, and maybe it won't cut down the noise to an acceptable limit, but at least it would hide an ugly airport. Thank you gentlemen.

00:18:08,640 --> 00:18:08,760

Callaghan: Thank you. Mr. Salvucci?

00:18:11,200 --> 00:29:09:600

Salvucci: Thanks. I'd like to say in starting some comments have been made about jobs tonight and labor. Actually, I'm a brick-layer by background as one of my hats. Had a card in the union and rather most of my relatives are in the construction business and I'm not insensitive in the need for jobs, but there are jobs building things and there are jobs destroying things. I think there are a lot of jobs to be had in making East Boston a better community to live in. In fact we at the city have been trying to do some things like that, and according to the additions that we've been doing recently, there's close to 30,000,000 dollars' worth of construction about to break ground in East Boston to make East Boston a better place to live. Along the East Boston waterfront, in two major housing developments, a new school, and a couple of parks there's about 30,000,000 dollars, a little bit over that, breaking ground this summer. That's a rather significant amount of construction to build this community and I think it leads to a little slogan I thought of sitting here listening earlier that might go "Let's expand East Boston not the airport." [applause]. Some people have talked as if East Boston is a dying community, I don't think East Boston is a dying community. I think East Boston is a living community and I think it's growing, and I think that construction is going to help it build and I think that people interesting in labor can share in that benefit by helping to build it. One of the earlier speakers referred to the fact

that the federal people at HUD have been reluctant to fund some housing development projects in East Boston because of noise. That's true. That 30,000,000 dollar number would be even higher if the housing redevelopment, housing rehabilitation program the CDC had been allowed to go forward by HUD. The--- and we're fighting hard on that. And we feel that their attitude ought to be to make Logan quieter, not tell people to stop living in East Boston. The--- when you're planning something, this is a master plan meeting, I'd say many people have said "Why are we here? We never win anything", for once I would agree with Tom Callaghan. I think we have won some things. I think people in this room and a lot of the people who aren't in this room stopped that parallel runway. I don't think it's going to get built because I think people in East Boston were heard on that. I think it proves that when people get together they can be heard, and there is some value in coming to meetings, but you have to recognize who heard you. It wasn't the Port Authority who heard about the runway. It was Mayor White, that I work for, it was Governor Sergeant, it was Senator Kennedy, it was Senator Brook, it was congressmen. Those are the people who heard and listened and said no parallel runway and that's why the parallel runway got taken off this map, not because Massport listened. And I think that again it's important to realize that we have won some victories. If we keep going around all the time saying that we never win, why do we keep fighting? I think we are winning. I think we did beat that parallel runway. But again we have to understand the mechanism by which we won, and the mechanism was not because Massport was willing to listen, or at least not because Massport was willing to listen to the people. The mechanism was because the elected officials heard a clear voice from the Boston community saying no to that runway. I think we won that won, I think it's going to stay won if we have the sense to stick together on it. Mr. Callaghan mentioned that this is a master plan hearing so that the port authority will decide what to do. I don't think that, I certainly for the city can accept that this is a master plan hearing so the port authority can decide what to do because if the port authority makes the decisions we are going to lose. The point of this is that other people are involved in the decision making process. The federal regulations require that a master plan, as spelled out by the department of transportation guidelines, be a cooperative process engaged in by the--- all the government officials in the area. That the other planning agencies in the area be involved in the process. Not respond to something that's already done, but involved in the process of putting it together, and I think that this meeting is an opportunity for us to become involved in that process by making counter proposals, and I think there ought to be other avenues for making those counter proposals so that this can truly be a master plan in which there is involvement in the putting together. Again I don't see Massport as the court of last appeal as to what happens here. The plan implies that you have some goals you are trying to carry out. You design a plan for a house when you decide that you want a house to live in. You do a plan and you decide how many people are going to live in this house, and you build a house of appropriate size, what function you want to carry on in it. Now this master plan is interesting because it indicates a bit where the port authorities head is at. They've dropped the parallel runway, because they were forced to and I'm glad that they were, I'm glad by the way that you have dropped it. You could have continued to be stubborn and shown the parallel runway, and I appreciate the fact that it's not

on this map. Some of the other things on this map are kind of disturbing though. All those red runways down near the bottom of the page, we don't like them. We don't want to see them there. This is a master plan for us to put input? Well, some of the input that I'd like to put in is to say don't build those, okay? Some of the input I'd like to put in would be to say, let's build some of the other things, some of the things Mr. Ceceri was talking about. Like a buffer zone around the airport, located on airport property. Planting some trees, putting in some tod-lots, allowing the neighbors who live across the street to get a better view than the ugly airport as Tony put it. Those, by the way, there are jobs in that too. There are jobs planting those trees, there's jobs cutting that grass after it's planted. There's jobs keep it up. There are jobs in that kind of thing. The--- The whole question of noise and noise abatement. It's often been mentioned, we should be, the port authority should be paying to soundproof the school in East Boston where it's too noisy to hear what's going on. There are construction jobs in soundproofing those schools. You don't just get construction jobs out of runways, you get construction jobs out of soundproofing the school. That's good for the Economy. It's good for the construction industry, and it's also good for the people of East Boston for a change. The one point that I just have to mention, if we're talking about planning and planning together, it should assume that you haven't started to build a thing, you generally don't build a house and draw up a set of working drawings after you built it. Mr. King is either not serious about this master planning case, which I suspect is the case, or he's proceeding in a most unorthodox manner in that he's rushing to go forward and build the South Terminal while he has it included here on this master plan. The federal guidelines call for terminals to be a part of the master plan that gets developed in cooperation with the other planning officials in the area and with the local community. Meanwhile, King is out building the damn thing, but we're going to try and stop that. I think we still have a chance of succeeding and we're going to keep trying to. And again to come to the question of jobs, of the \$40,000,000 terminal \$13,000,000 of it is in the garage which is--- which has been the cities major objection. That's what we're really trying to stop. The 2,700 cars in those garage are going into drop the summit in Callaghan tunnels so that East Boston people will be able to get through them. They're already badly jammed, that garage is going to make the situation intolerable. The alternate plan, which we in the city suggest at least two years ago, which governor Sargent was nice enough to listen to and pick up the idea and support it and we appreciate that, is to say instead of everybody in driving their car to Logan Airport, they can park their cars out in the suburbs where they come from, and take limousines and buses into the airport. I take a bus to the work, they can take a bus to the airport. Now there are a lot of jobs in that too. There are jobs driving the buses or limousines. I don't know if the Commerce union will get it, or the Teamsters union, but there are jobs just the same. There aren't just jobs in destroying East Boston and expanding the airport, there were jobs and doing things that are good for this community. In the master plan, the draft document before us here, there are references which have been repeated here tonight to the governor's commitment not to build a second airport. Well I personally support that idea of the governor. I think the high speed rail is the answer rather than a proliferation of airports, but I'd also like to point out that governor Sandra made another commitment. We push from the city, senator pushing senator Kennedy was pushing

there before we were. The senator, mayor, elected officials from here, and the governor finally listened and came out with a major policy statement in July over a year and a half ago. And he made a commitment then that the major goal at Logan Airport was no longer to be expansion, no longer to be to accommodate traffic at any price, as Tony Ceceri put it earlier. At a certain point you say hey this place isn't going to accommodate anymore traffic. If you're building a house, and you say we're going to have enough room in this house for five people, after you get to five people you either add a room or you get out. Well in this case we said you're not going to add anymore rooms, so you either hold yourself to the five people that can fit in the house or you get out. Now the question of goals is really the key to this planning process we have commitment from Governor Sargent that says that the major goal at Logan airport is no longer going to be growth but it's going to be to redress the environmental and social destruction that's been caused this community by that airport. That the airport is going to get quieter not noisier. That schools will be sound proofed. That the 65 acres of Wood Island Park that were taken away from the community are going to be replaced and returned. Now that's a different set of goals, and we expect to see a master plan that carries out those goals. Those commitments of Governor Sargent are just as important and just as sacrosanct, and I think a little more sacrosanct, than his commitment not to build another airport. I support his commitment not to build second airport, but he's got to keep this commitment to. And a master plan should be reflecting that set of goals, not the set of goals reflected in this master plan. Thank you.

00:29:18:440 --> 00:29:20,800

Callaghan: Would you give your name and affiliation?

00:29:20,800 --> 00:32:04,240

Bevins: Mr. Bevins, I'm rector at Saint Paul's Episcopal Church in East Boston. I wish to call your attention to the statement you made concerning area 11 to fill in Bird Island Flats where you said probably freight terminals would be placed in this area, yet your master plan as far as I can see has placed no emphasis on alternate ways of bringing freight in and into and out of Logan. As Mr. Salvucci and Mr. Cerani says, have spoken of a program for the facilities Logan airport but there's no relationship to the surrounding environmental questions pertaining to, for example, the travel into and out of the airport either by freight, by rail, or automobile, soundproofing the schools, the way in which you wish to redeem property owners for the destruction or depreciation of their homes due to the various fact that the airport is there. Another comment I would like to make is on area number three in which you pictured a STOL runway which you have implied was for the benefit of general aircraft, but you have also implied this is for small aircraft, and I wish to take exception to the fact that general aircraft is necessarily small. My opinion that small, light aircraft have been excluded from Logan airport from some time and have moved for safety reasons to other airports. The general aircraft that you're speaking about is particularly the types of aircraft which are non-scheduled, owned by private industry, and are quite large in size. Might not be as large as the 707s, but quite a bit sufficiently large and jet

aircraft to create quite a noise to the community. And also I would think you have in mind at the type of aircraft would be the high powered vertical lift type of plane which is supposed to be on the drawing board which would create quite a large noise factor because the horsepower required to move plane in a vertical position off the runway is quite sufficient to put our ears at rest permanently. Thank you very much.

00:32:10,600 --> 00:34:33:280

Father Thomas Carr: My name is Father Thomas Carr and I live in 65 London Street in East Boston. I'd like to begin by saying something nice about the port authority. There is a commissioner of the Port Authority, whom I know and who am I live with, and is very nice gentleman and a very pleasant gentleman and who votes with a lot of sense on the Port Authority board and I'd like to see other members of the board listen to him and vote with him more often. My other comments will be brief and they relate specifically to the parking garage that is proposed in this master plan. I want to underline know Mr. Salvucci said and point out that in the introduction to your report you say something about the potential for high speed transit along the--- rail transit along the northeast corridor, but then in what I feel is somewhat hypocritical manner you dismissed that as an idea that's not been proven, and you give the impression that you wait around until someone else has proven it, and in the meantime you'll go ahead with your expansion to accommodate yourselves in your own interests. And I think that's a very poor attitude for Massport to take its master plan, because any master plan that Massport has ought to be master plans not only for the airport, but master plans for the region. And they ought to be connected with and coordinated with the transportation policies of this Commonwealth as well as the need to the people. Not only are neighbors here, but the needs of the people of Greater Boston. It's unfortunate that Massport with the very real privileges it has been given in its legislative charter continues to abuse those privileges by not developing its plans in the spirit of cooperation with other transportation authorities and with the governor, and with the mayor, and with the people of this city and I would urge that and say that any master plan that continues to be concerned mainly with about the airport and not to show real concern for the relation of the airport's to its neighbors and to other transportation facilities, and other transportation potentials for the area, is a master plan only for the airport and not as it should be, a plan for the people and for the commonwealth. Thank you.

00:34:37,200 --> 00:35:38,040

Audience Member: May I say another word? I forgot to mention that you mentioned in your presentation that you would not expand beyond the borders of the airport, and on the map you show a green line as the borders which if you follow the line of the green line extends appear into areas in which considerable about of fill, provided of course you got the necessary permits and licenses and so forth, could expand the airport extensively cutting off a recreational area which the public now enjoys like the beach up here in Orient Heights, closing off a public playground which the city had just purchased, and developing here off of the tip of Jeffries

Point. If you fill some of this area which you claim ownership of, you would still have quite a big airport.

00:35:42,840 --> 00:36:42,960

Callaghan: Thank you reverend. Just to--- as a change of pace I would like to say a little word for our executive director Mr. King, it'll just take me one moment. In respect to high speed rail Mr. King wrote to the then secretary of transportation, former Governor Volpe, as to what the Port Authority could do in respect to contributing to high speed rail. Said when there is a program or opportunity in which the Port Authority can participate we would be happy to hear from him. Actually there has been no program which has responded to that suggestion. I just felt it might be of interest to some of you, it might be worthy of being part of the record. Thank you. Sam? Yes. Excuse me Sam.

00:36:42,960 --> 00:37:06:040

Mooney: I wonder if I might mention that in connection with the last point that was made on the property line, in order to fill beyond the pier and bulk head line which is the yellow line, a permit would have to be obtained from both the state and the federal government so that the Port Authority cannot do as you suggested they might.

00:37:09:520 --> 00:37:10,980

Callaghan: Sam would you give your name please?

00:37:14:480 --> 00:41:17:920

Sam: My name is Sam Balinese and I come from 19 Turkey Shore Road in Ipswich, and just for the record I've come down 30 miles to voice my opinion against the airport expansion. Just a couple of observations of the meeting. You're looking for a kind of feel for the various communities that are affected by the airport: Winthrop, Chelsea, Southie, and so on. I think, as I suggestion, maybe this ought to go on a ballot vote in November you know, and just see how the people feel. Let them vote on whether the airport should be expanded in these directions, and I'm sure that might give you a pretty sound impact of what--- how the people feel about the airport expansion. Number two I think in order to show your sincerity I think that one of the things that the Port Authority could do would be to file a bill, and it could probably be done through the governor in emergency legislation, which would place the Port Authority under the, well somehow it will place the Port Authority under the jurisdiction of Department of Public Health, so that Commissioner Bicknell then could have some kind of a say over the kinds of programs that are being planned in your airport expansion. And for board member Mr. Lyden, I've only attended a couple of the board meetings and I think something that distresses me very much is the way which board meetings are conducted and it appeared, now I may you know be unjust, but it appeared that sometimes things are kind of given a rubber stamp that are proposed by the executive director. And I want to quote just one very minor insignificant thing that at one time the Port Authority board voted to place trees behind the post office building

right down on Maverick Street, and I don't--- I think today those trees have still not been planted. Now and I think if the Port Authority board has any real control over what goes on down in Massport that these things should be done as they voted on by the Port Authority board. Another point is that Jeffries Point is one of the most viable communities here in East Boston. It is the only section of East Boston that is not directly affected by airport noise. In fact the plans--- they are not on the direct path of the runways. I think with the expansion or the development of an STOL runway that this now brings the Jeffries Point section under complete control, last section of East Boston area, under complete control of the airport or airplane approaches. And I also, to be very honest, do work for the East Boston social centers, and we are presently engaged in the expansion project here in Jeffries Point. We are working on a very minor project of developing a Community Center and the Community Center proudly is only 200,000 dollars, which is something a 200,000 dollar figure it doesn't sound very much to the Port Authority, but you know they do that for studies you know seagull droppings down in the northern section of the airport. But a 200,000 dollar project for our agency is significant because we feel that the Jeffries Point section is such a viable community. That there is such a lack of recreation. That there are no facilities for teenagers, the senior citizens, the adults in the area. That this Community Center is so important that it's got to be built. And we did go after additional money, we're still going after more money to get our Community Center built, and we hope by summertime that more jobs would be had here at Jeffries Point by developing a community center that will serve all of this area, and I feel an STOL runway will surely detract not only from the community, but from the kind of project that we're trying to undertake. Thank you.

00:41:25:120 --> 00:41:27:360

Callaghan: Thank you Sam. Mike?

00:41:27:840 --> 00:47:39:080

Michael Entevatolo: Hi Tom. My name is Michael Entevatolo. I live at 420 Chelsea Street. I'm also employed at the East Boston Community Development Corporation as their urban designer. Now being trained in architectural and urban design, I'm somewhat amused by the photograph and the text that has been placed here as the master plan. All you really address is the--- what's on airport property, within the airport boundaries, but what about the airport property outside that? You've put some figures here in parentheses 3-P and 10-H up in the Bayswater Street area, and you have a note here that says that notes number of individual parcels and or homes compatible for land use in the general location. Well Mr. Lyden if you ask the staff to supply you with a map that'd show you the location of the property that's owned by the Port Authority you'd see that last statement could reflect the purchase of all the property up in that area. Because there's property owned by the Port Authority on Bayswater Street, St. Andrew Road, Annavoy Street, and as far back as Barnes Avenue. In fact I believe the figure is upwards over \$300,000 that the Port Authority is spent in the acquisition of homes in that area. Now what's going to happen in those homes and does the Port Authority expect that to allow for a

compatible land use in that general location that they're going to acquire the rest of the 500 plus dwelling units in that area and spend upwards of \$7,000,000-8,000,000? And what's that going to do to the communities Boston? To take away additional 500 just in that area alone. And if you note other map that area is the area that is directly between the Port Authority airport and the Bell island inlet which the Port Authority just happens to own also. And down in the Jeffries Point area, again there's a 23-P and 3-H. Well you know, what does that 23-P really reflect? What it reflects is what is now there: 23 vacant parcels, but were housing units and in fact, in that area the Port Authority has demolished, if I can get my statistics here, close to 50 dwelling units. They presently own over 25 there now. That's dwelling units, not structures. What's going to happen to that--- those units and that land? Part of the land in that area off of Maverick Street there's a deed up the Registry of Deeds that addresses the issue of the lease to the post office and the post office building, and there's a map that's attached to it and it says there's the land that the residential units that are just on Maverick Street and the deed addresses that land and says when that land becomes available the Port Authority is going to lease it to the post office. Not when and if or even if that land becomes available but that the Port Authority has already committed itself to leasing that land as soon as they can acquire it. How much more of that land into Jeffries Point area have they committed either to listen to people or agencies off the development themselves? Now they own 23-P and 3-H in Jeffries point, how much of Jefferies point has to be taken to acquire for compatible land use in a general locale? There's a--- there are thousands of dwelling units and if you remember the March 10th hearing I addressed how many hearings would be affected with the approach zone from the STOL runway. How much of Jefferies Point has to be acquired to make it compatible land use. What is that going to do to East Boston? If no more has to be acquired what's going to be done to the land it's already acquired, that the board authority presently owns? What about the Transiron building? You know you spent nearly \$3,000,000 acquiring the Transiron building and you don't even have it addressed on this map that it's Port Authority property. You've got over \$4,000,000-5,000,000 worth of property that isn't shown on this map. That's Port Authority property that was purchased relative to airport functions, supposedly. What's going to happen to that, and what impact does that have on the community of East Boston? What is--- what in this document really addresses what the Port Authority is going to do for East Boston? All it addresses is what the Port Authority is going to do for Logan Airport. It doesn't even address what the impact it's going to have on the residents of East Boston. How many people live in the approach zones right now? How close is the approach zone come to the East Boston High School? Would you believe within 70 feet of the rooftop of East Boston High? That's why I strongly objected to the showing of the film what could happen to the small aircraft that would use a STOL runway they were affected by the bigger jets. If you're going to show that side of it then show the other side: what's going to happen when the aircraft using the STOL runway are going to hit the Adams School which has over 300 children which--- and the approach zone for that school is within 60-70 feet of the rooftop of the Adams School. Those are the concerns of East Boston and you don't address that in this document at all and that--- you as a board member, those are the questions that you should be asking of the staff. What are we doing for

East Boston? Sure we're doing great things for the convenience of the air traveler, and I fly myself, but what about the people that are supposed to be living there? What about the commitment to being a good neighbor, you know? How about asking that question?

00:47:48,840 --> 00:50:03,560

Callaghan: Thank you Mike, I think you ask pertinent questions. May I just take a moment to respond to one question Mr. Balinese, perhaps it was a statement Sam. The board did vote I believe to have some trees and or shrubs placed between the post office and some other homes on Maverick Street near the service road. We went down there and talked with the people, a gentleman I can't think of his name, who lives at the corner has a paved backyard. I believe he asked us to take care of some fencing adjacent to his house at the corner. We did take care of the fencing, which was to have a fence enclose a relatively small lot. The other people, my recollection is they didn't want to have their homes darkened on that side. They were concerned with the water coming off the slope of the post office and we went to work and got the Post Office Department to correct that. I just didn't want people to think that it had been ignored. Also I just like to make a little interpolation in respect to what Mike said about land being made available to the post office when it became property of the Port Authority. I believe that statement was made in advance of certain discussions that the Port Authority board held, and in the course of those discussions it was prohibited to the staff to purchase any of that property there, so I mean it just wasn't the situation that was ignored. Is there another speaker?

00:50:04:160 --> 00:50:22,560

Entevatolo: Tom it is written into the lease though.

Callaghan: Pardon?

Entevatolo: It's written into the lease. It's written in the lease that---

Callaghan: I don't doubt that Sam that was prior to a discussion.

Audience Member: It's Mike

Callaghan: Mike I'm sorry I didn't recognize the dark beaver, thank you.

00:50:22:680 --> 00:50:57,760

Betty Mazzarini: You did say there would be plantings along the post office wall that goes right behind those homes on Maverick Street, not just the area where the post office and airport road is, you know right behind say the [inaudible] home, and the [inaudible] home, the [inaudible] home. You know, all the homes on that side of the--- the homes that you were interested in buying. You were supposed to put trees up against that wall so that when people looked out they would see trees rather than the 'Berlin Wall'. But those trees aren't there yet.

00:50:58,560 --> 00:51:50,600

Callaghan: I will accede to your description of it Betty there are some trees there, you will agree, there are some trees in the backyard---

Mazzarini: [Inaudible].

Callaghan: Pardon?

Mazzarini: Not within my--- [inaudible].

Callaghan: Would you like trees in your backyard?

Mazzarini: Would I?

Callaghan: Yea.

Mazzarini: Not particularly, I like the sun.

Callaghan: You what?

Mazzarini: I like the sun.

Callaghan: Well I mean that was---

Mazzarini: If I have trees I can't get any sun.

Callaghan: You look as though you're getting a little. That was one of the problems people didn't want the rear of the house darkened.

Mazzarini: [Inaudible] they were more interested in seeing the trees than in seeing the wall that's there. In fact if you remember they didn't even want that wall there. They didn't even want that post office there. They liked the open space that was there, but the post office came first.

00:51:51,560 --> 00:51:59,080

Callaghan: I realize that they didn't want the post office, yes. Would you give your name please?

00:51:59,080 --> 00:55:32,680

Alice Christopher: Yes. My name is Alice Christopher I'm just an ordinary citizen of East Boston. I don't know how you can justify any expansion of Massport. The only thing that Massport has done for me, as the aircraft is flying over my house, it awakens me from a sound sleep. I clutch the mattress and I can say ten acts of contrition in one minute flat. Now you have made my life just intolerable. You have done nothing for us. You have robbed my children of an education. Monday up at East Boston High School, a plane a minute went over there. The children, my children, come home from school and said they weren't able to learn anything that day. Now you took that beautiful Wood Island area, and what did you give us? That lousy beach and that lousy stadium. A half a stadium and a lousy beach. Previous to Massport, I used to go to a beautiful beach, now I'm sitting on rotten sand watching the planes listening to all that noise, I cannot talk to my companions on all that jet smoke is going in my face. When I hang out my clothes I hang about white I pull him in black. Now do you think do you think that for one moment you could plant a few trees, give a few children a few lousy paltry scholarships, you should give them much more. Every child up at East Boston High School was robbed of a proper education. Our children are robbed of that and you give us so little. A few sweatshirts, you know, a couple of jackets, a banquet and we're supposed to be so pleased with it? We're not. I've said it before and I'll say it again, you have taken a vineyard and left us a graveyard. I mean what do you do for us? You do nothing but make our lives miserable. Now you want to expand, and you say you want to expand because you're concerned about my safety. I don't trust you, I

know you're not concerned about me. What do you care about my safety? You're only concerned about the almighty dollar that you can make down at Massport. And another thing that I find intolerable it cannot be justified. I have to pay taxes. I'm a working person, my husbands are working man. It's a high cost of living today. I have to pay taxes, I have to dig way down in my pocket to pay taxes, but rich Massport with all the private enterprise pays no taxes to the city of Boston. How do you justify that? I'll tell you how you justify it because in this country the rich get richer and the poor get poorer, but the one thing is now in East Boston we don't trust you anymore. Our parents trusted you and that's what we got, that big airport. I remember when just little paper-Mache planes used to fly over there or do you think it's so great to have those planes flying over your head. We--- I don't even know how to talk normal anymore. I scream at everyone. And it wasn't--- and I don't scream at everyone because I wasn't brought up in a fine cultural home with dignity, I scream at everyone because of Massport. That's the only way this man can hear me is if I scream at him, or am I supposed to go through my whole lifetime not communicating with my neighbor, so don't think you're fooling us that you say you're concerned with our safety. You're not concerned with our safety at all, you're concerned with the expansion and the almighty dollar.

00:55:43,920 --> 00:56:02:880

Richard Markey: My name is Richard Markey, I live on Meridian Street in East Boston and unfortunately I can't follow Alice for the intensity, but I have some questions I like to ask. Will the transcript of this hearing be available to the FAA when they review your master plan? Will they be look into it and see just what the nature of the community participation at this stage was?

00:56:05,440 --> 00:56:09:529

Callaghan: I'm sure the FAA will be, it will be made available

00:56:09:529 --> 00:56:34,600

Markey: OK they will be able to see that. Another question is will the final master plan that is produced after the preliminary and draft stages contain all of the staff proposals to be made over the foreseeable lifetime of this plan, for 10 years, or can we expect that you would change the plan? If so how would that process of changing the plan, if it happens, be related to this kind of an input?

00:56:36:040 --> 00:56:37,600

Callaghan: Mr. Mooney I think you should---

00:56:37,920 --> 00:56:48,240

Markey: In other words what I'm asking basically is can we rely on anything that comes out of this process at all? Will the mastermind have any meaning? Will it be changed? If it is to be changed, how will those changes be channeled in through the community?

00:56:50,240 --> 00:57:46,660

Mooney: Well first of all the master plan will have to contain what the Port Authority board decides it will contain not what the staff decides it will contain. The draft master plan will have the staff input and the consideration by the staff of the comments that have been made here, but there will be no action taken either by the board or by the FAA or anyone else on anything until the draft master plan has been prepared and the public hearing is held, and then action will be taken to adopt change so forth before a final master plan is accepted.

00:57:47,160 --> 00:58:03,880

Markey: Okay. Once the final master plan is submitted to the FAA would it be reasonable to assume that any further changes would be going back into some process where the community or local planning agencies might be able to assess those changes? In other words if in five years you decide that your 10 year master plan needs some modification at that time.

00:58:04,840 --> 00:59:09,420

Mooney: Well actually the process even following the planning process that's outlined by the FAA and required by them, which again is not required by this particular process, but even to follow their most stringent requirement there's only one requirement for a public hearing. There is not a requirement for a second public hearing at all, but their comments will be received as a result of this public hearing and will be considered by the Port Authority board and by the FAA, and in the master planning process in the past even there's been a process of going back and forth and final agreement as to what that plan shall have. But at this time there is no plan for a second or actually a third public hearing---

00:59:09,420 --> 00:59:16,760

Markey: I remember reading the FAA publication I guess its entitled "Guidelines for Airport Master Plans", is that the document you're referring to?

00:59:17,400 --> 00:59:20,309

Mooney: That's the one I am referring to. That---

00:59:20,309 --> 00:59:37,320

Markey: That document calls for participation by local planning agencies at the preliminary stage and continued participation throughout the process of formulating a master plan. It does require specific public hearings to be held, but in no way implies like continual participation shouldn't be going on.

00:59:37,763 --> 00:59:50,482

Mooney: Well I think they only make mention of one public hearing. You didn't ask the question whether or not there will be exchange of views with the representatives of the community. I think there will be.

00:59:51,441 --> 01:00:41,000

Markey: In light of the guidelines suggestion for participation by local planning agencies, again at the preliminary stage, I'd like to ask how the MPA process will allow for the consideration of technically sophisticated alternatives to what your staff has proposed by these local planning agencies whether it be state Department of Transportation, the Boston redevelopment authority, the Winthrop planning board, or anyone else who might have some technical expertise to add to the master planning process. How does your process as its developing provide for that kind of an input? Other than I read in the blue book you do plan to send out to the MAPC your draft for dissemination, review, and comment, but that's not quite the same thing as participation in the plan.

01:00:43,564 --> 01:00:46,420

Mooney: Now you're speaking of you as an individual citizen---

01:00:46,420 --> 01:01:05,060

Markey: No I'm not, that's exactly the problem. I as an individual citizen can come here and speak with no technical expertise, the city of Boston, the Winthrop planning board, the state department of transportation can speak with some professional expertise and I'd like to know what mechanism your master plan has to provide for them to do that. In a detailed fashion.

01:01:05,521 --> 01:01:11,477

Mooney: Well first of all, the purpose of our meeting here with you now is to receive your recommendation as to what you think it ought to be

01:01:11,477 --> 01:01:15,199

Markey: I agree the purpose tonight is to allow the citizen speak, that's not the question

01:01:15,199 --> 01:01:29,162

Mooney: Let me tell you that the minimum that would be done would be working through the established clearing houses for that purpose for instance the metropolitan area planning council for which the city and state---

01:01:29,165 --> 01:01:30,676

Markey: Some 90 odd communities

01:01:30,676 --> 01:01:41,719

Mooney: and everyone is really a member of that organization. Now if you think that there ought to be some additional process then you should make your recommendation at this time

01:01:42,317 --> 01:02:08,160

Markey: Okay I would like to make some recommendations for inclusion in your master plan. They are not technically competent but I'd like them considered. For one I would like the master plan to describe the mechanism by which professional agencies of the cities surrounding the airport in the state were allowed to participate. Alright? Beyond whatever the cleaning house procedure allows. I would like the master plan to show---

01:02:08,267 --> 01:02:12:159

Mooney: Excuse me could you---

01:02:12:159 --> 01:02:34:452

Markey: I mean the clearing house process I mean I understand what you're trying to do. The clearing house process is just a means whereby you take your master plan draft, you disseminate it throughout the area, and you ask for comment. Now they may come back for comment and you may or may not consider it, but at no time have they had the ability or the advantage of participating in the formulation of those plans. Do you get the point?

01:02:35,840 --> 01:02:47,990

Mooney: Well I understand your point except that we are looking for recommendations rather than our putting them out, and then you're saying well this is inadequate tell us now this is the first step what you think it ought to contain.

01:02:47,990 --> 01:02:55,126

Markey: Tonight is the night for drawing to your citizens but I'd like your master to describe how the professionals in the city and in the state will be able to contribute.

01:02:57,238 --> 01:02:59,200

Mooney: Okay, that will be part of the process.

01:02:59,200 --> 01:05:39,599

Markey: Okay. I'm also interested in seeing how the masterplan some comments on the recently publicized figures which indicated a down turn an aircraft operations. I would like to know how that impacts upon your forecasted increase in demand. I think that's an interesting conflict that should go into the master plan at least to discredit the effect from your point of view if at the very least. I'd like to also ask that the Port Authority consider the extension of 1533 eastward to the harbor line and a subsequent shifting of the threshold by an equivalent amount. That would--- that could be targeted as a safety improvement because it would increase the height of the aircraft flying over Neptune Road. I'd like to ask the airport to consider the effects of

building the proposed two-lane bus-limousine tunnel as an alternate to building a 2,700 car parking facility. Now there's a fair amount of staff work been done on that tunnel proposal perhaps the airport staff has some reasons why it's completely infeasible, I think they should say that at least in their master plan. I'd also think that although in the section in this blue book dealing with the south terminal area there is some mention of its benefits I believe from a noise pollution point of view, in reducing idling times or whatnot. I'd like to see the master planning include some discussion of the air pollution effects of a 2,700 car garage in light of the, I think its 1975, federal limits for air pollution in the city as a whole. And I would like to see the airport consider what the effect of the elimination of all general aviation traffic would have on its demands. I see from its chart without general aviation you don't exceed your capacity until 1980. I would like to see the master plan show the effects of banning general aviation at Logan, and lastly I would like to see the port authority show the effects of using runway 422, instead of extending it, of using it only for general aviation reserving it parallel for commercial aircraft as an alternate to developing a STOL runway in the point. Do you understand that--- that last one?

01:05:42,117 --> 01:05:45,059

Mooney: Using 4-Left only for general aviation

01:05:45,059 --> 01:05:50,621

Markey: Right now that has got a restriction on its northern end I believe. You're planning an extension on the southern end of it.

01:05:51,520 --> 01:05:55,039

Mooney: That's right. At the same respect---

01:05:55,039 --> 01:06:15,284

Markey: In other words you're planning to upgrade that runway for use by commercial aircraft under instrument conditions. I'm suggesting that the plan consider using that runway at its present length without the extension for general aviation instead of using the STOL GA runway for general aviation.

01:06:15,162 --> 01:06:22,738

Mooney: Are you suggesting that it not be used for take-offs from the 22-Right end.

01:06:23,560 --> 01:06:38,521

Markey: Yes for commercial aircraft right, and I think that there would be two effects in that one is the separation of general aviation and commercial aircraft, and the other is that it would have a reduced noise impact in Bayswater Street and South Boston. Thank you.

01:06:47,473 --> 01:07:10,579

Doris Bigwood: My name is Doris Bigwood and I'm a resident of East Boston. And I've sat here for a while listening to everything what's going on and what has been said back and forth and I'm sitting here wondering I would like to know how much it cost to put this plan together, how many were made up, and who they were distributed to.

01:07:15,000 --> 01:07:20,240

Callaghan: I don't know of the per copy cost, do you have an idea?

01:07:21,479 --> 01:07:27,800

Mooney: No actually are you talking about making up the contents or just the printing cost?

01:07:28,718 --> 01:07:45,485

Bigwood: I'm talking about all these master plans that were just given out in this auditorium tonight. Were they also distributed to the people in South Boston, Dorchester, all over where this plan is being vote upon? This is what I'd like to know.

01:07:46,880 --> 01:08:01,500

Mooney: Well I can tell you how many copies were produced and Tom can explain to you the method of distribution. The exact bringing bill I'm not sure what it was. There 2000 copies of it printed.

01:08:01,957 --> 01:08:11,000

Bigwood: 2000 copies?

Mooney: Yes.

Bigwood: And the price on them?

Mooney: Ma'am---

Bigwood: You don't have the cost it was to have these made up?

Mooney: No, I don't know off-hand what the printing cost was, no.

01:08:11,000 --> 01:09:01,440

Bigwood: You know, I feel like Alice Cristofori I too live like I said in East Boston and these planes fly very very low. You know even in my house I'm in a project, but you know I have to talk because I don't know if ones coming through my window, that's how they are. And it wakes you up in the middle of the night, and it wakes my children up, and I imagine what it must do the elderly people that have a bad heart and it scares them very badly and I think it's a damn shame what's happening to East Boston. I'm here nine years and believe me it's very very bad, and I really hope that something and the people in this community and other communities band together and stick together and fight Massport Authority because that's the only way we're going to lick'em, is by sticking together. Thank you.

01:09:06,920 --> 01:10:08,722

Callaghan: Just to try to respond to the question, the distribution of those booklets was to all of the public officials in the area including transportation committees, the legislature, the mayor's office, and selectman of the different nearby communities. Also the availability of the booklet was advertised and people were told that they could obtain it. It has been made available to all those people who attended the meeting last night and tonight, and will be made available at the other meetings. So that other than the cost which if you'd give me a name I'd be glad to check up in the morning and let you know what it was.

01:10:10,160 --> 01:10:37,843

Bigwood: Doris Bigwood

Callaghan: What's your telephone Mrs. Bigwood?

Bigwood:[inaudible] ---7-2309. Bigwood B-I-G-W-O-O-D

Callaghan: Thank you Mrs. Bigwood. Is there anyone who hasn't spoken who wants to speak? I was hopeful John.

01:10:43,799 --> 01:14:19,200

John Vitagliano: I'm John Vitagliano, I'm the manager of little City Hall in East Boston. I just think I have something that I'd like to say to Mr. Lyden. As the board member we appreciate you remember your presence here taking the time to come to this meeting and I basically just want to say I don't think we're going to get anything out of this meeting in talking about the substance of a particular new runway or new terminal. These have all been proposed to us before at a number of community meetings. We had the one on March 10th which contained most of the essentials of the same plan we have now. Everyone there just about was on record as being opposed to it. I think you got the sense of the community meeting in Winthrop last night and also this one that feeling has not changed, and that really isn't surprising, because nothing really has changed to the documentation of those specific proposals. I think what we really have to do now is get away from talking about specifics of the runway proposals, new terminals, or what have you, and talk about the establishment of a process that we can believe in. Now I just don't believe that this is that kind of process I think we need first is to establish a process similar to the governor's highway restudy, where the Port Authority will not be considered the independent arbitrator as they are now. We just don't have any confidence in a process where the supporter of particular proposal is in fact the judge and jury to interpret what we have to say in the matter, and until that is done I just don't think that this kind of a process can be really be called a true master planning process. We need someone else here besides the Massachusetts Port Authority similar to the governors highway restudy process before you really find I think people in the various communities around Logan airport willing to sit down and talk about establishing a really meaningful dialogue with the Port Authority. Because they're going to need someone else in that world saying that the Port Authority's not going to have the final say, it's going to be someone else that we can talk to. And until that's done this kind of a meeting is not going to gain us anything. We've put ourselves on record as opposing all of these expansion proposals. We're against the extension of the STOL runway.

We've analyzed your rationale for their construction, we don't agree with you at all. We don't think there's any need to expand Logan airport. Logan airport I think can be handled or I'm going to say managed in a much more efficient way than it is right now. In terms of the transportation facility, the existing facilities are very inefficiently managed, and with better use of operational restriction on general aviation, a natural growth of the wide body jets, I believe that the current facilities, without any expansions, will be more than had adequate to handle any air traveler at the airport for the foreseeable future. We don't need any more airport expansion. We'd like to see the airport become more actively involved and physically contributing to the facilities of East Boston. We do need those new trees. We would like to see you reverse your decision on the BU building and turn that over to the city of Boston perhaps or to the neighborhood of East Boston for use of as a recreational facility. The Port Authority is going to have to be actively involved in giving that type of a facility to East Boston, if the community wants, before we can sit down and talk to you actively in a process about internal programs in the airport. We are against your Logan airport expansion plan, now let's talk about establishing a process so you can sit down and develop meaningful dialogue. Thank you.

01:14:29, 917 --> 01:15:30,441

Joseph Porzio: I have a few more comments to make if you don't mind and I'd like to wait until Mr. Callaghan comes back. Joseph Porzio, P-O-R-Z-I-O. Mr. Callaghan I'd rather have you in your position because what I have to say refers to you as well as Mr. Mooney and some past comments you've made. The first one of course Mr. Callaghan you made a comment earlier in reference to that have been going--- negotiations that have been going on up to Neptune Road area for some of those homes. Now I ask when and if the time that the board allows and agreements come and are met between Massport and the residents in the area to sell, what do you people plan to do with those homes? You will no doubt destroy them as you have the few of the others that have already been demolished in the area, am I right?

01:15:34,000 --> 01:15:40,563

Callaghan: It's a little difficult to hear you Mr. Porzio, but as I understand it, you're asking what we plan to do with the homes?

01:15:40,818 --> 01:16:07,280

Porzio: Yes, should the day come that these homes with whom you are in negotiating--- you've been negotiating with on the end of the Neptune Road area specifically, because I know there are, there have been a series of negotiations going on between Massport and a few people in the area who want to sell out. Now at this particular moment, has the board given you a permit or to go ahead and make the purchases now?

01:16:08,480 --> 01:16:30,800

Callaghan: No the board hasn't done anything except to inform the residents in response to their request that we'd negotiate with them under the general terms of the federal relocation act. There has been no purchase or no offer of purchase as yet. Negotiations are still going on.

01:16:32,100 --> 01:16:57,240

Porzio: When and if the time comes, if some of these people will allow their homes to be sold to you people, is it not true that you people will immediately destroy the homes as you have the other two or three in the area? Which are left like teeth missing in a person's mouth. Is that not true that you people will destroy those--- demolish those homes that you people will have purchased then?

01:16:58,280 --> 01:17:15,600

Callaghan: There have been homes purchased and torn down in that area.

Porzio: Right.

Callaghan: As far as any additional purchases are concerned that will have to come under the consideration of the board.

01:17:16,120 --> 01:17:31,360

Porzio: Right, but I'm saying that when the board gives you the official okay to allow Massport to purchase these homes from the people who are willing to sell Will not Massport then demolish these homes?

01:17:33,620 --> 01:18:16,998

Callaghan: That Mr. Porzio will be a matter of recommendation by the staff and a decision by the authority. Actually Mr. King has said, and I have said too, that we feel that the best solution to the problem is to have the people away from that proximity to the runway. In other words we don't feel as though that is a tolerable situation in that particular neighborhood. We've said that before.

01:18:17,240 --> 01:19:03,880

Porzio: It is intolerable.

Callaghan: And the people will have to make up their own minds as to whether they agree with us and whether they agree that what we will eventually offer in terms of payment for their homes is satisfactory to them. Then, in direct response to your question, recommendations will be made to the board and the board then will take it under consideration as to what should be done. If--- I mean number one the board will say "Yes, we agree with the result of these negotiations", and then they will make a decision in terms of what should be done with the homes.

01:19:03,920 --> 01:19:40,201

Porzio: All right. But what good will the homes be to Massport? Because the only decision I can see that when and if the time comes that the board will be agree because it will only going to be an absolute that they will eventually, the board that is, allow you to purchase the homes from these very people who cannot stand this intolerable noise that you people will demolish it. There's no doubt in my mind and I'm sure that there's no doubt in your mind, and I'm sure there wouldn't be any doubt in the minds of the board, that those house--- homes will be demolished rather than just keep them there standing.

01:19:42,121 --> 01:19:59,989

Callaghan: I'm saying that in the opinion of myself and the opinion of Ed King, we don't feel as though that is a situation where people should tolerate the noise and other circumstances.

01:19:59,989 --> 01:20:14,056

Porzio: In other words, you're not giving them any solution to solve or any other recourse, but to say that look you have no other alternative but you just take the noise or get out, that's all it is. Now my point was that you're just circling around---

01:20:14,056 --> 01:20:28,510

Callaghan: No excuse me, excuse me Joe.

Porzio: Yes?

Callaghan: We have never said that people have to get out. We have said that we don't think that neighborhood is habitable under the present circumstances---

01:20:28,510 --> 01:20:32,920

Porzio: Under the present circumstances, but who created this present circumstances? Who created it?

01:20:34,640 --> 01:20:45,160

Callaghan: Well I will grant you that before---

Porzio: Massport created it. Now don't tell me that Massport---

Callaghan: Wait a minute now Joe, just let me answer the question

Porzio: All right, go ahead. We're going to go around in vicious circles.

01:20:45,480 --> 01:21:05,960

Callaghan: I will grant you that before large aircrafts of the large propeller type and certainly of large aircraft of the turbine type began to overfly those houses that the situation was not the same as it is today.

01:21:06,200 --> 01:23:37,520

Porzio: All right, so then why, with all intelligence that you have on your staff, didn't the people at that time have the foresight to know that the jet age was coming in, that they didn't

concentrate on the opposite end? You see? You subjected these people purposefully, now you're trying to say that you have no alternative but either to get out or we'll take your homes provide that the board allows us to buy them, and then once you have bought them my point, my original point, you're going to demolish those homes. See now what I'm trying to get at is that once you demolish those homes then you have gone beyond your physical boundary. Because Mr. Mooney awhile back says there's no need to go beyond the physical boundary expand and King says the same thing, and you said the same thing all the time. And I don't see where your intelligence lies, unless you're sitting on it, when you keep people saying all the time "we don't expect to expand beyond our physical boundaries", and you own enough land all around as far as Beechmont, and you can't tell me that you don't planned to expand beyond that physical boundary? Now you know darn well you own homes in my section, the Jeffries point section, you know where I live. Now you're not going to tell me that you don't have any plans for that. You definitely must have some plans, you see, because if you didn't have the plans then you'd be willing to give those up to our CDC program because they have plans for those little spots. Now I've caught Mr. King many of times he says "Well we don't own on any property that's not contiguous to Massport property", and I ask "what property do you own on Everett Street which isn't contiguous? You own property on Everett Street which is not contiguous to mass board property". You see where you people double talk, you know, it's so nice that you people who are learned men in your fields to come over here and just slide around with your terminologies to lay people like myself. If I suddenly told you "Mr. Callaghan pick up a piece of lamp black and make me wash drawing", do you know what I'm talking about? You do? Explain to what I'm talking about.

01:23:39,600 --> 01:23:54,080

Callaghan: You're talking about---

Porzio: If I told you "Here's a piece of lamp black make me a wash drawing", what am I referring to?

Callaghan: Well I---

Porzio: You can't explain it, I know because it's not your field. I wouldn't expect you to.

01:23:54,400 --> 01:24:10,040

Callaghan: Well as a matter of fact, I would say with my limited knowledge having been in a certain aspect of the publication business that you don't make a wash drawing out of lamp black that that's what you asked me, but anyway---

01:24:10,240 --> 01:24:12,520

Porzio: No, you do make wash drawings with lamp black.

01:24:12,520 --> 01:24:12,880

Callaghan: You do?

01:24:12,960 --> 01:26:12,920

Porzio: Sure that's what I'm trying to say you don't know my business so consequently I don't know your business, and 90% of these people don't know these business so consequently you have, along with Mr. Mooney, you sit down Mr. Mooney because I have a couple questions to ask you too. Alright stretch your legs, Okay. See you people are trying to wear us down, but if you people reverse the situation I think you'd be on this side of the fence as well. I have my mother that's extremely ill. Mrs. Mazzarini has a mother next door that's extremely ill almost any day, and I can go right up and down my street anytime you want to come Mr. Callaghan any time you want to come Mr. Mooney, and I'll take you house to house of the elderly people that are living alone, sickly people that are in bed, that are in the process of going and they've got to be subjected to all that noise. Now if you get back to the Neptune Road area like you said we need not expand beyond our physical boundary. Now why do all these pieces of property outside your physical property? You comment that you cannot expand beyond the physical boundary, but you do it by special legislation couldn't you Mr. Mooney? Couldn't you Mr. Callaghan? And the way you people have legislature in your pockets, it wouldn't take anything one day to say put up a bill of special legislation tell the people what nice jobs you have for them if you could take this piece of property and expand it. You can do it. You've got the legislature. You've bought it. You've got it in your pockets. Tom you said awhile back you says airport was here before Massport. Have you ever stop to think that the people were here before the airport---

Callaghan: Sure I have.

Porzio: and even before Massport. I was there before Massport. I was there before the airport.

01:26:13,140 --> 01:26:21,880

Callaghan: I realize that---

Porzio: You don't know how old I am. I'm 54, I'll be 55, so I was there before the airport.

Callaghan: I realize that a great many people have told me that they were here before the airport.

01:26:22,400 --> 01:27:07,442

Porzio: All right. You also made another comment these are all worthy of taking believe me. It's true the plane plane's passengers have rights, as well as the surrounding neighborhoods. You made mention to one of the persons who we said that we have our rights, but you also stated that the people in the planes have their rights to. All right, but have you ever thought you could grant us these very people that you're considering the passengers more rights by allowing a goodly portion of these people to land closer to this destinations? Can you tell me in all sincerity, either one of you, that every single one of those people who land at Logan stays in Boston?

01:28:08, 200 --> 01:27:36,123

Callaghan: Of course not.

Porzio: Alright, so if there were an airport in the western part of the state, if they were an airport elsewhere, wouldn't that take some of the people--- wouldn't the people coming from all parts of the world or the country say "why should I go to Logan and be jammed over there why can't I go to Bedford or why can't I go to Westover? I'll be closer to my house", so don't you ever start to consider that?

01:27:36,593 --> 01:27:40,730

Callaghan: Of course we do. We mentioned it here tonight.

Porzio: No you didn't.

Callaghan: Yes we did Mr---

01:27:40,730 --> 01:27:58,800

Porzio: No you didn't, because you people are very much in opposition to a second airport. You people are determined to take this airport and it's your baby, especially Mr. King's, and I'm just sorry just as I have stated on my part too, you know, puppets on a string? All right.

01:27:58, 800 --> 01:28:00,400

Callaghan: That's your statement Mr. Porzio.

01:28:00,400 --> 01:28:30,218

Porzio: It's not my opinion, it's the consensus opinion of everyone, and if you really--- when you go to bed at night both of you people, and all you people on the staff, you lie down in your beds think these things over, and I'll bet many times you people have said "they were right", but you just won't admit it to us. Now you all a while back said that there was nothing mentioned about the trees, a few trees in the back of the post office.

01:28:31,192 --> 01:28:32,000

Callaghan: No I didn't say that.

01:28:32,635 --> 01:29:08:040

Porzio: You said that there were few trees around the vicinity. Were you with us at the time when we negotiated with the post office department? They came right from Washington down to Monsignor Pitaro's. When we made--- when we knew that we were defeated, that we weren't going to stop that post office building from being constructed, one of the things that we definitely stated that we wanted was to have those trees all along the wall at the post office building to be planted, so that the people would at least have some greenery to see rather than the building wall.

01:29:08,465 --> 01:29:08,880

Callaghan: I wasn't aware---

01:29:08,880 --> 01:32:49:641

Porzio: And Mr. Lyden, Mr. Lyden reflect a few board meetings back when one fellow, a nursery employee or a business man, got up and started relate to some of the projects in the prices where they're going to put planters and so forth and so on. Sal De Falco come up and he says "How about the trees that you promised", to King, "the people on Maverick street behind that post office"? "We didn't promise them", so De Falco says "Yes you did. Those were promised, and they were never planted". And King said, am I right I hope you can remember this because I may be short memory but there are sometimes I'm sharp. But King says "Oh we'll leave that for another time". Now this is over two years, or closely over two years, and we haven't seen those trees, and I could dare say that we'll be here another year from now or any years and those shoes will never be there. They still won't be there. You know Mr. Callaghan, one last remark and I'm just sorry that we don't have more people here and I wish they had more of the laborers here, but I'm deeply grateful that Mr. Lyden is here. You know there comes a time when you push people up against a wall, you have to say things you don't want to say sometimes, but you have to say it because this to me is a little bombshell. I'm pushed up against the wall. You people have been destroying my pattern of life. I can't live the way I want anymore because I'm attending too many meetings. I can't take care of my sick mother the way I would like. I can't take care of my little business because of the fact that I sometimes I have to go up to the statehouse. I feel that's quite important because that's the salvation of my home and my family. That I have to admit--- that I have to say things. Now you have often stated, as well as Mr. King and Mr. Mooney and many other people on the staff, that you have to fill in this little particular area for the project or you have to expand because of the welfare of the economy and the airport depends--- the economy of New England depends an awful lot on the airport. You have gone up and down the gambit allowing people to believe that the airport is the only thing, the only business the only industry that means survival of New England. You people have allowed and poisoned the minds of a few 1000 people you have employed in the past, down at the airport, to believe that they would all be out of jobs. You've got these people so buffaloes, union men, contractors, laborers to believe that nowhere else are there jobs available. Now with all the concern that you people have about these contractors and the laborers, Mr. Callaghan remember a few years back or one or two years back, Mr. Lyden this is some food for you, when Harvard University, I'm going to hurt it's going to hurt what I have to say, but I have to say it.

01:32:49:720 --> 01:32:51,240

Callaghan: Just make it accurate, that's all Joe.

01:32:51,375 --> 01:33:07,605

Porzio: I'm going to make it accurate. Harvard University wanted to build a high rise dormitory building on the banks of the Charles, near Belmont or somewhere near Belmont, am I right?

01:33:09,520 -->

Callaghan: Joe you're completely inaccurate, but go ahead.

01:33:12,516 --> 01:35:09,880

Porzio: I'm not inaccurate. I'm not inaccurate. You check with your newspapers, and you check with your people on your board and Belmont. When you--- you laugh right down your nose at me one time, and prior to all these meetings he says "ha-ha Joe we won out", and that was at the time in Peabody. When we had that meeting in Peabody before the council, you laughed right down your nose at me Mr. Callaghan and told me that you defeated it. Now you told me that you defeated it because I wrote an article in the newspaper in rebuttal to what you were doing which is just the opposite of what you preach over here, that we stop progress, that we're not allowing people to work. But Mr. Callaghan you've grabbed ahold of lot of people in Belmont, you had special meetings in schools, and you went out, it's public record in the newspapers, and you told everybody that it was not conducive to the area. That that high rise dormitory building that Harvard wanted to build and also would take away the recreational area away from the children. Don't you think very well meant that you didn't take away jobs from people? Don't you think for a moment that you stop progress? And if you recall my rebuttal in the newspaper was: the shoe is on the other foot. Now I would dare say to everyone here that's employed by Massport, or anyone here that's on the side of Massport that if something like that happened in their community they would not defend it? You bet your boots they would. Now as I told you at the outset, I have to say this and I'm going to keep on talking no matter where I have to go in this king--- in this commonwealth, I'm going to bring this up so many times and if I catch anybody else and if I can catch anyone---