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SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS

DOCKET NO. FD 34797 (Sub-No. 1)

Transcript of Proceedings

of the

PUBLIC SCOPING MEETING

Re: NEW ENGLAND TRANSRAIL, LLC, d/b/a
WILMINGTON & WOBURN TERMINAL RAILWAY --
CONSTRUCTION ACQUISITION AND OPERATION
EXEMPTION -- IN WILMINGTON AND WOBURN,
MASSACHUSETTS

LOCATION:

Wilmington Middle School
25 Carter Lane
Wilmington, Massachusetts
Tuesday, October 25, 2016
5:30 p.m. - 8:00 p.m.

APPEARANCES:

Mr. Scott Graves - Facilitator - ICF
Ms. Danielle Gosselin - Surface Transportation
Board
Ms. Elizabeth Diller - ICF
Mr. Neil Sullivan - ICF

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

2 MR. GRAVES: We're going to get going in
3 about five minutes.

4 If you need the facilities and don't
5 already know, if you go out these doors and
6 down the left hallway, the restrooms are on
7 the right just past the cafeteria. I think
8 the girls room is first and then the boys
9 room.

10 (Recess.)

11 MR. GRAVES: Welcome, everybody. My name is
12 Scott Graves, and I'm facilitating this
13 meeting.

14 I'd like to introduce Danielle Gosselin.
15 She's a lawyer and she's going to provide a
16 little bit of a background and introduction
17 for us.

18 Then we'll have the public comments.

19 O P E N I N G R E M A R K S

20 MS. GOSSELIN: Good evening and thank you for
21 attending this Public Scoping Meeting on the
22 Environmental Impact Statement for the New
23 England Transrail project.

24 I'm Danielle Gosselin and I'm here

1 representing the Surface Transportation
2 Board's Office of Environmental Analysis.

3 Also seated at the table with me are
4 Neil Sullivan of ICF, the project director
5 for our third-party contractor team;
6 Elizabeth Diller, ICF project manager; and
7 Scott Graves, also from ICF, who will serve
8 as our Facilitator.

9 I hope you had a chance during the Open
10 House to look at the information boards and
11 talk with some of the project staff about the
12 proposed project and the associated
13 environmental review process.

14 The Surface Transportation Board, or the
15 Board, is a federal agency with licensing
16 authority for the construction and operation
17 of rail lines in the interstate rail network.

18 The Board, through its Office of
19 Environmental Analysis, or OEA, is also the
20 lead agency responsible for preparing this
21 Environmental Impact Statement, or EIS.

22 The EIS will identify and evaluate the
23 potential environmental impacts associated
24 with the proposed action and alternatives.

1 There is one cooperating agency working
2 with the Board in preparing the EIS, the
3 Environmental Protection Agency, EPA. EPA
4 has decisionmaking authority independent of
5 the Board.

6 EPA was invited to be a cooperating
7 agency due to its special expertise in
8 environmental matters at this site and its
9 role in the Comprehensive Environmental
10 Response, Compensation, and Liability Act
11 (CERCLA or Superfund process).

12 OEA will continue to coordinate with EPA
13 throughout the development of the EIS. Some
14 EPA representatives are also here tonight.

15 As you may know, variations of the New
16 England Transrail project have been before
17 the Board dating back to 2003. For purposes
18 of this EIS, we are focusing on New England
19 Transrail, or NET's current proposal before
20 the Board. The Board is conducting a new
21 environmental review in this case and
22 developing a new record.

23 For more information about the history
24 of the case, please visit the Project

1 website, newenglandtransraileis.com, or the
2 Board's website, stb.gov.

3 NET's current project plans involve the
4 acquisition, construction, and operation of
5 various rail lines and the construction and
6 operation of transloading facilities on and
7 adjacent to property currently owned by the
8 Olin Corporation at 51 Eames Street in
9 Wilmington. The property was listed as a
10 Superfund site by EPA in 2006.

11 NET anticipates moving goods and
12 materials, such as bricks, newspaper, steel,
13 glycols, biofuels, liquid natural gas,
14 vegetable oils, wood chips, sand and gravel
15 and transloading them from railcars directly
16 onto trucks, into holding tanks, or into a
17 warehouse on site for temporary storage.

18 According to NET, the proposed project
19 would add rail transloading capacity close to
20 Boston and allow for lower rail rates and
21 improved service scheduling for customers.

22 The purpose of this meeting is to hear
23 your environmental concerns related to the
24 proposed project, including potential

1 alternatives, and their impacts.

2 Our hope is that the information you
3 provide today will help frame our analyses
4 and help the Board understand the issues that
5 are important to your community.

6 The public comment period will last
7 until November 29th, 2016. OEA will then
8 revise the Draft Scope of Study and issue a
9 Final Scope of Study, incorporating public
10 comments and concerns received during the
11 comment period.

12 OEA will consider all comments received
13 when preparing the Final Scope of Study.
14 Hard copies of the Draft Scope of Study are
15 available at the sign-in desk at the entrance
16 to the -- to the meeting space.

17 After the Scope of Study is finalized,
18 OEA will begin preparing the Draft
19 Environmental Impact Statement, or EIS.

20 In this EIS, OEA plans to cover the
21 following environmental resource areas:
22 transportation systems, safety, land use,
23 recreation, biological resources, water
24 resources, geology and soils, air quality,

1 noise and vibration, energy resources,
2 socioeconomics, cultural and historic
3 resources, aesthetics, and environmental
4 justice.

5 Additional resource subject areas can be
6 added as a result of comments and information
7 received during the Scoping process.

8 The Draft EIS will reflect OEA's
9 independent analysis of the potential
10 environmental impacts that could result from
11 the proposed project.

12 When the document is finalized, OEA will
13 issue the Draft EIS and provide another
14 opportunity for the public to comment.
15 During the formal comment period, we will
16 host a public meeting similar to this one.

17 After the Draft EIS public comment
18 period closes, OEA will consider all comments
19 received and address those comments in a
20 Final EIS. The Final EIS will present OEA's
21 final conclusions and recommendations for
22 mitigating possible environmental effects.

23 Before making its decision in this case,
24 the Board members will consider the entire

1 environmental record, including all public
2 comments, the Draft EIS, the Final EIS, and
3 OEA's final recommended environmental --
4 environmental mitigation as well as the
5 record on the transportation merits.

6 If the Board approves the project, it
7 may impose a series of final environmental
8 mitigation measures which the Applicant must
9 implement as a condition of the Board's
10 license.

11 There is additional information about
12 the Board's environmental review process on
13 the poster located in the hall and on the
14 project website.

15 Thank you again for coming and for your
16 participation in the environmental review
17 process.

18 At this time, I would like to hand the
19 meeting over to our Facilitator,
20 Scott Graves, who will go over the meeting
21 format and some ground rules before we begin
22 to hear public comments.

23 Thank you.

24 MR. GRAVES: Thank you, Danielle.

1 Before we get started this evening, I'd
2 like to go over a few housekeeping items and
3 walk you through the process we'll use to
4 take public comments and discuss some of the
5 ways that you can comment outside of this
6 meeting.

7 As a matter of courtesy to your neighbor
8 sitting next to you and to those who are
9 providing comments, I would like to take a
10 minute to silence your cell phones or put
11 them on vibrate for us, please.

12 And, then, if you have to take a call,
13 obviously feel free to do so; but if you can
14 step outside of the auditorium, that would
15 also help as a matter of courtesy.

16 For those who don't know, the restrooms
17 are out of the auditorium and down the
18 corridor to my left, all the way down, the --
19 it's the little boys and girls. And I think
20 the girls is first, and then the boys is --
21 is second down that corridor.

22 Obviously, the exits are well labeled.
23 But if we need to get out of the building in
24 a hurry for whatever reason, there's the

1 doors that we came in. And then to the right
2 here and to the left there are exits as well,
3 and to the back, there's an exit
4 (indicating).

5 So there are several ways that you can
6 provide comments into the Draft Scope of the
7 EIS here this evening. Obviously, we're
8 going take oral comments here in just a few
9 minutes.

10 You can also provide handwritten
11 comments and place them in the Comments box
12 located in the Public Comment area just
13 outside of the auditorium.

14 We've provided forms for your
15 convenience to use, and there's some pens out
16 there as well. You're not required to use
17 those forms, but certainly they're available
18 for your convenience.

19 You can also provide oral comments
20 directly to our court reporter, who's sitting
21 up here, who will transcribe them into the
22 meeting record.

23 That's presuming we end a little early
24 and have some time before the court reporter

1 has to leave. So she'll be around for a
2 while after the meeting tonight if people
3 don't want to provide public comments, but
4 would prefer to have their comments put into
5 the record just by speaking to the court
6 reporter.

7 You can also submit comments outside of
8 tonight's meeting. Written comments can be
9 mailed to the Board using the U.S. Postal
10 Service. You can also submit your form --
11 your comments electronically via email.

12 And the email address and the mailing
13 address are also on the -- the hard-copy
14 forms that are just outside of the auditorium
15 here. So if you haven't had a chance to pick
16 up one of those, you can certainly do so on
17 your way out.

18 All comments, oral and written, are
19 going to be given equal weight and
20 consideration, and all comments are due by
21 November 29th, 2016.

22 For those who want to speak, if you
23 haven't already done so, please sign in at
24 the table in the auditorium where you come

1 in. There's a little box on the table to
2 indicate that you want to provide public
3 comments.

4 That will help me because that's the --
5 the medium that I use to identify the
6 speakers to come up and speak.

7 For those who have signed up to speak --
8 I think I've got about ten cards here -- I'll
9 just call you up. I'll start with two people
10 at a time, and that way we have people begin
11 down the middle of the aisle so they can get
12 out. We have empty seats reserved down here.
13 But we can start with that.

14 Then, after each person speaks, I'll
15 call up another name. When you come up on to
16 the microphone, please state your name. If
17 it's not like a one-syllable name, sometimes
18 it's helpful to spell it for the court
19 reporter as well.

20 I'd also like to thank everyone in
21 advance for your cooperation and
22 courteousness to those who are speaking.

23 In order to accommodate everyone who
24 wishes to speak, we're going to provide five

1 minutes per speaker -- or up to five minutes.

2 And obviously, you don't need to take the
3 whole time, but if you do, we have five
4 minutes.

5 And as a helpful reminder of the time
6 passage, we have some color cards up here
7 that Elizabeth is going to flash for you,
8 so -- just to give you a little bit of a
9 30-second warning when -- when your time is
10 about to expire.

11 MR. MICELI: Can I make a comment? This is
12 an important thing in this town, and you're
13 limiting everyone to five minutes, and you're
14 running it like you're running a debate. I
15 think that's atrocious.

16 MR. GRAVES: And --

17 FEMALE AUDIENCE MEMBER: I'll second that.

18 FEMALE AUDIENCE MEMBER: I'll third it.

19 MALE AUDIENCE MEMBER: I'll third it.

20 MR. GRAVES: At the start of this evening
21 when we arrived, we had an informal open
22 house prior to the meeting; and during the
23 open house, many of you were able to engage
24 in some conversation with the project team

1 and the Board.

2 In this portion of the meeting, the
3 Board is here to listen to you, to hear your
4 comments, and so they won't be able to answer
5 questions during this portion of the meeting.

6 But there will be some little bit of
7 time potentially at the end of the meeting
8 where we can engage in some additional
9 back-and-forth conversation out in the open
10 house area.

11 So at this time, I'd like to call up our
12 first two speakers. We have Representative
13 Miceli here.

14 (General applause.)

15 MR. GRAVES: And I'll also have Mr. Jeffrey
16 Hull. If you want to come on down here, sit
17 down and get ready. Mr. Hull.

18 Go ahead, Representative Miceli.

19 P U B L I C C O M M E N T S

20 MR. MICELI: Let me say this. When this
21 reared its ugly head a few years back, I went
22 to Washington, D.C., on my own dime -- no
23 Town money, no State money, no election
24 money -- because I thought this was going to

1 be a very serious problem. I guess I
2 understated the importance of the problem.

3 I went there and at that time a senator
4 from New Jersey, a U.S. Senator,
5 Senator Lautenberg, he was on before I was.
6 And he made a presentation, and he had a very
7 graphic presentation. It's too bad we don't
8 have it here tonight.

9 And he showed all of these railroad
10 cars -- not side cars. These were passenger
11 cars -- loaded with waste. And I know we're
12 talking about a different issue tonight --

13 (Reporter's Note: Adjustment made to
14 microphone).

15 MR. MICELI: Oh, gee, imagine me. Can we
16 start from the beginning? I was going to say
17 my five minutes isn't running, is it?

18 But seriously, he had a very graphic
19 presentation. Folks who had been working
20 this area took off, and they left New Jersey
21 with a very, very serious problem. It was
22 very graphic.

23 And I feel -- and I'm going to have to
24 go back in history. Olin Chemical is

1 compounding the felony. They started this
2 and now we're being told even before all of
3 the reports are done that the clock is
4 running; that we've got to go -- be here
5 tonight to talk about what is going to be
6 done in this area.

7 I'm trying to be very emphatic in a
8 short period of time, but if I want more
9 time, I'm going to get it.

10 I was going to say that this is a
11 disgrace. None of the work has been
12 completed. You have people here tonight from
13 the EPA who are trying to find out what's
14 happening.

15 So I'm very, very, very upset. This is
16 wrong. This shouldn't be happening tonight.
17 Nothing should be happening until all of the
18 reports are completed, and none of them are.

19 We've got a site that's basically a
20 Superfund site. We've got a company that
21 disregarded all of the problems that they
22 created, and now we're being pushed into a
23 situation.

24 And you're talking about -- we don't

1 even know what's being talked about as far as
2 transportation is concerned. We've been told
3 there's going to be LNG. There could be
4 anything. I think the garbage is out of the
5 question, but that's nothing.

6 Let me tell you, Folks, if you leave
7 here tonight and you're satisfied with this,
8 you're crazy. Because what's going to happen
9 is the worst single problem --
10 environmentally speaking -- not just in
11 Wilmington, in the whole surrounding area.

12 You will have the trucks coming up here,
13 hundreds of trucks every day, and no one
14 really knows how to run this operation.

15 This is the wrong time. This should
16 be -- we shouldn't stop here. We should
17 really fight this thing to make sure that it
18 doesn't happen.

19 And this is way out of line tonight. I
20 can't believe we're having this hearing
21 tonight, and we haven't even completed our
22 work on the site yet.

23 And this is -- as I -- when I -- when I
24 left Washington, D.C. -- I'm really mad about

1 this. When I left Washington, D.C. -- and
2 I'm not trying to impress anyone -- I got the
3 feeling back a few years ago that the people
4 were very sympathetic to our cause.

5 Looked at our town, looked at the way
6 it's laid out -- and the people sitting on
7 the Board at that time, I got the feeling --
8 and I'm a pretty good politician. After
9 Lautenberg made his presentation -- and I'll
10 give him the credit, but I came up afterward.

11 And we talked about the problems that
12 we've got; that, you know, maybe this is
13 something that's going to be put on the back
14 burner and maybe forgotten about. I know
15 there's no approval yet, but, boy, I'll tell
16 you. I've never seen anything fast-tracked
17 like this.

18 The City of Boston has waged all kinds
19 of battles against LNG. And we're talking
20 about maybe -- "maybe" because there's
21 nothing definite -- maybe about something
22 like this is being in the transportation
23 situation.

24 But I'll say this: You're taking

1 comments. I sincerely hope that you bury
2 this thing once and for all.

3 Thank you very much.

4 (General applause.)

5 MR. GRAVES: Mr. Jeffrey Hull?

6 MR. HULL: Good evening. My name is
7 Jeff Hull. I'm the Town Manager in
8 Wilmington.

9 Just, if I could, for the record for
10 purposes of the Open Meeting Law, I would
11 note that we have a majority of the Board of
12 Selectmen present here this evening, but they
13 will not be deliberating with regard to this
14 matter or any other.

15 I would just ask that given the fact
16 that I'm speaking on behalf of a number of
17 department heads and personnel that I have
18 more than five minutes. But to that extent,
19 let me begin.

20 Since 2005, Wilmington has taken great
21 interest in the proceedings and the proposals
22 of New England Transrail for building on the
23 Olin Superfund site. Everyone who has
24 followed the proceedings before the Surface

1 Transportation Board knows of these
2 circumstances.

3 This may be a crucial turning point in
4 the fate of the site and our community. NET
5 has advanced a new concept for a facility
6 (rail-to-truck commodity transloading), and
7 STB has decided to consider permitting for
8 this project and therefore to review its
9 environmental implications.

10 The, quote, "troubled history of this
11 property," end quote -- and these are the
12 words of the Surface Transportation
13 Board -- the unfinished Superfund
14 investigation and cleanup there, and the
15 aggressive use that NET proposes combine to
16 reinforce the Town's concern.

17 We believe that there are so many
18 environmental problems, issues,
19 uncertainties, and constraints that it would
20 be premature to evaluate this project fully.

21 Under the circumstances, it would be
22 extremely difficult, if not impossible, to do
23 justice to the process. But if an
24 environmental impact review is performed, the

1 review needs to be especially rigorous.

2 Wilmington submitted preliminary
3 comments on the environmental issues for the
4 proceedings on September 9th. We will submit
5 further detailed and technical comments on
6 the proposed Scoping document by
7 November 29th.

8 My purpose here is to highlight the
9 unique nature of the local environmental
10 concerns and some, but not all, of the
11 subjects that STB needs to include in the
12 scope of Draft Environmental Impact
13 Statement.

14 By way of background, there has been
15 very real hardship for Wilmington and its
16 residents ever since the contamination was
17 discovered at this property.

18 Wilmington lost all use of five of its
19 original nine public drinking water wells in
20 2003 because of contamination from the Olin
21 Superfund site.

22 And the Town has had to purchase and
23 import much of its water from the
24 Massachusetts Water Resources Authority at a

1 wholesale cost higher than the water can be
2 produced from the Town sources.

3 DEP ultimately handed over control of
4 its site investigation to EPA, which declared
5 the Olin property a National Priority List
6 Site.

7 It took many years to identify the
8 scores of carcinogens and other
9 contaminants present in the soil and
10 groundwater there -- including
11 nitrosodimethylamine, or NDMA, which is
12 considered highly toxic and a carcinogen.

13 That environmental disaster on
14 Eames Street has placed significant health
15 and economic stress on the 22,434 residents
16 of Wilmington.

17 As a result, the Town's drinking water
18 resources are uniquely vulnerable to further
19 impacts, and the Town is determined to
20 protect its remaining supply and to avoid
21 further contamination of the already tainted
22 public drinking water wells.

23 Wilmington is especially sensitive to a
24 development of this type on this parcel in

1 the wake of all that has occurred to this
2 point.

3 The Office of Environmental Analysis
4 must develop a thorough scope for an EIS to
5 ensure that the proposed development does not
6 undermine progress that has been made and any
7 further progress that can be made, both at
8 the site and with the affected groundwater
9 and other sources.

10 The Ongoing Remediation: The site and
11 the area that surrounds it have been subject
12 to huge adverse environmental impacts and
13 environmental injustice.

14 Remediation efforts are underway but
15 have not been completed. In fact, EPA has
16 not completed its investigation of
17 groundwater impacts of the Olin contamination
18 or even begun to evaluate the options to
19 clean up the site and the groundwater.

20 At this point, any new development that
21 proposes to store, move, and distribute
22 hazardous materials at the site is simply
23 irresponsible and should not be permitted
24 until the Superfund investigation and

1 remediation selection processes are
2 completed. That was the position of EPA and
3 the STB until recently.

4 Our concern is really the unpredictable
5 outcome. How will the remediation efforts be
6 affected by this new development? Will an
7 NET transloading facility -- with 32 acres of
8 paved surfaces and structures, 800 truck
9 trips per day, and hazardous material
10 transloading -- complicate or limit the
11 efforts to clean up the site?

12 What guarantees can there be that NET
13 construction and operation of this rail and
14 truck facility will not hamstring responsible
15 remediation of the existing contamination
16 area?

17 We respectfully ask OEA to include an
18 additional Impact Category to specifically
19 address the impact of the proposed
20 development on the ongoing Superfund
21 processes at the site.

22 After all, the Olin site investigation
23 and remediation are -- will be essentially
24 features of the environment at that property.

1 I would also like to talk specifically
2 about the notable impacts. The Scoping
3 document is mostly generic. To ensure that
4 the scope of review is adequate to address
5 the actual risks and impacts to this
6 particular site and our community, the scope
7 must be fleshed out to include more specific
8 considerations.

9 As the document notes, the National
10 Environmental Policy Act requires STB to
11 evaluate direct, indirect, and cumulative
12 impacts.

13 Time is limited this evening, so I will
14 only mention a handful of specific
15 considerations. Wilmington's written Scope
16 comments will be addressing these
17 considerations in much greater detail.

18 First, Traffic and Access: The project
19 would use both railroad and trucks on a large
20 scale in this suburban setting, six or seven
21 days each week. Transportation impacts
22 should be broken down for rail and for
23 trucks, and the hours of operation should be
24 clarified.

1 Also, the trucks -- traffic study area
2 should be expanded to include and take into
3 account the busiest intersections and
4 interchanges in the area, both in Wilmington
5 and Woburn, and need to include the
6 interchange with Interstate Route 93.

7 Many of the intersections that would
8 receive NET truck traffic are already failing
9 within a level-of-service rating of "F."
10 Those include the Eames Street/Woburn Street
11 intersection close to the site.

12 This substandard operation of these
13 intersections does -- does not mean they
14 cannot deteriorate further. In fact, OEA
15 needs to give detailed consideration to the
16 additional costs and challenges imposed if
17 this development exacerbates traffic at those
18 locations.

19 NET says that 400 trucks entering and
20 400 trucks leaving the site each day would
21 follow predictable routes away from
22 residential areas. Experience, including the
23 trucking operations associated with existing
24 industrial sites in town, suggests that

1 practices will not be consistent.

2 Truckers' schedules, business
3 imperatives, bad weather, and road closures
4 often affect routes. And unlike many other
5 industrial facilities that generate truck
6 traffic, NET would not own or control the
7 movement of these trucks.

8 Finally, mitigation measures should be
9 identified that are both realistic and
10 enforceable by NET.

11 Public safety: Regarding the public
12 safety, the EIS scope should include whether
13 emergency response would be adequate for this
14 facility, which would have 800 trucks --
15 truck arrivals and departures each day
16 through a single access point with many of
17 them carrying flammable liquids and other
18 hazardous materials.

19 The risk of spills or fires involving
20 those materials or of derailment of railroad
21 cars carrying those materials is heightened
22 because of the existing site conditions.

23 Closure of Eames Street during NET
24 railroad deliveries could make it especially

1 hard to ensure adequate emergency access.

2 Land Use: OEA should evaluate the land
3 use impacts not only for construction and
4 operation generally, but also the practices
5 that would be used for NET's proposed
6 stockpiling of liquids and solids on site
7 before transloading and the proposed railroad
8 maintenance facilities. NET has not spelled
9 those practices out yet.

10 Groundwater resources are vulnerable to
11 any spills. NET has said it would not
12 transfer hazardous materials within the
13 Groundwater Protection District that covers
14 part of the site. But storage of such
15 materials and of road salt also should not
16 occur within those protected areas.

17 In addition, some of those activities
18 would occur adjacent to the 20-acre portion
19 of the Olin site that is protected by a
20 recorded conservation restriction.

21 Bear in mind that the Olin site lies on
22 a regional hydraulic divide, includes several
23 groundwater plumes, is connected to the Maple
24 Meadow aquifer, and is linked to

1 contamination of both public and private
2 wells.

3 Special attention, therefore, must be
4 given to the additional stress and risks the
5 project may impose on those resources.

6 Likewise, attention must be paid to how
7 NET would manage the huge burden of
8 stormwater flowing from 32 acres of new
9 paving and structures.

10 The proposed oil separators are not up
11 to the task, and there is no one plan or
12 explanation so far as to how the site design
13 would incorporate stormwater structures above
14 ground or below ground without invading
15 already contaminated soils or the
16 groundwater.

17 Biological Resources: NET would remove
18 at least 166 very large hardwood trees in
19 three areas. That should be evaluated
20 closely in relationship to the wildlife
21 habitat edge within an already significantly
22 disturbed and connected ecosystem.

23 Water Resources: In deposit of -- any
24 deposits of fill materials to wetlands and

1 other waters of the United States that is not
2 directly due to CERCLA cleanup activities
3 would require an Army Corps of Engineer
4 Permit. That, in turn, would require the
5 issuance of a MassDEP Water Quality
6 Certificate.

7 The EIS, therefore, should include an
8 alternatives analysis for the avoidance,
9 minimization, and mitigation of each impact,
10 as required for the Army Corps 404 and
11 MassDEP 401 permits.

12 Geology and Soils: The evaluation of
13 geology and soils should include the handling
14 of soils during the construction of a
15 facility as well as a careful analysis of the
16 impacts to the DAPL contaminant cell from
17 construction and the constant movement of
18 massive loads of trucks, materials, and
19 railcars above it during NET's operation.

20 Moreover, vibrations from the
21 construction and operation of an NET facility
22 could open new fissures or change the
23 underground pathways for contamination that
24 are already in the groundwater, much less any

1 new contaminants.

2 Noise and Nuisance: The site operations
3 are proposed to be located approximately a
4 thousand feet from residents on Cook Ave. and
5 within 1500 feet of residents on both Main
6 Street and Eames Street.

7 Noise analysis for both the construction
8 periods and all shifts of operation for
9 Phase I and II should be conducted with
10 mitigation identification and demonstrating
11 conformance with applicable noise standards.

12 Environmental Justice: Federal law
13 requires that, quote, "No group of people
14 should bear a disproportionate share of the
15 negative environmental consequences resulting
16 from industrial development," end quote.

17 The neighbors -- neighborhoods near the
18 Olin site have borne a disproportionate
19 burden already in terms of groundwater
20 impacts, other contamination, and impacts
21 from site investigation.

22 Among other things, some of the private
23 drinking water wells have been rendered
24 questionable for use. OEA should be sure to

1 scrutinize the impacts of the proposed
2 development on groundwater resources, noise,
3 air quality, and traffic for all our
4 vulnerable residents.

5 In conclusion, the stakes for this
6 proposed development at this location and at
7 this time in history of this site in
8 Wilmington are too high and -- to ignore or
9 consider lightly.

10 The environment at issue here is an
11 unusual one. It is one Wilmington and its
12 residents have lived and struggled with for
13 decades.

14 The fact that it is undergoing change
15 from the Superfund cleanup process, including
16 changes we don't even know about yet,
17 underscores the need for OEA to take special
18 care in preparing a Draft Environmental
19 Impact Statement.

20 Thank you.

21 (General applause.)

22 MR. GRAVES: Thank you.

23 I'd like to call up Michael McCoy and
24 James Ficociello.

1 Would you please state your name for the
2 record.

3 MR. McCOY: Yeah, thank you.

4 My name is Michael McCoy. I live at
5 11 Treasure Hill Road, and I do serve on the
6 Board of Selectmen -- for 27 years. I'm not
7 someone who's lived in the community for five
8 or ten years; I've lived in this community
9 for 57 years. My roots run deep in this
10 community.

11 And I remember many years ago when the
12 State advised us to pass the baton, let's
13 say, to the EPA relative to -- well, it was a
14 Superfund site. And we did that. And I
15 remember meeting this gentleman back there
16 (indicating), and I said, "I do have faith in
17 Big Brother" -- which is the federal
18 government -- "and I really hope that you
19 folks step up to the plate."

20 And I think you have, but you need to
21 step up to the plate a little bit more to
22 make sure that you take care of the residents
23 here in the town of Wilmington.

24 I owned and operated a restaurant for

1 31 years not too far from there. It's
2 probably five Tom Brady passes away. And
3 that's on a good day. So my roots do run
4 deep in this community.

5 And, you know, many, many years ago, we
6 had to shut down -- because of the Olin and
7 the plume, we had to shut down five of the
8 seven drinking wells in that area. Back
9 then, that was perhaps one of our greatest
10 natural resources, having those wells.

11 We used to sell water to Burlington and
12 to Woburn. We don't do that anymore. We are
13 now at the mercy of the MWRA.

14 And I'll be honest; back in 2003, we had
15 a former Town Council, and I -- the best vote
16 I ever made was to vote against something; it
17 was the Olin agreement.

18 Because we got \$3 million from Olin to
19 tap into the MWRA. We should have had more
20 contingencies and more strength. Then maybe
21 we might not be here today, but that's here
22 nor there.

23 And I understand that you have a job to
24 do, and you basically promote Transrail. And

1 I know you go into the lion's den many times
2 and you're the enemy. But, you know, people
3 have legitimate and not-legitimate concerns.

4 We have legitimate concerns in this
5 community. And we're really hoping that
6 you'll let them do their work; and I'm really
7 hoping that the federal government stands up
8 to the plate.

9 Because I'm gonna say it again: I got
10 faith in Big Brother; I expect that you're
11 going to do your job. And I would hope to
12 think when the decision comes that you don't
13 come here into the Town of Wilmington and New
14 England Transrail.

15 Now, I just want to visualize something.
16 All of us, when we drive down the street and
17 there's a vehicle in front of us, a truck,
18 and a little pebble breaks off and it hits
19 your windshield and it -- there's a little
20 bit of a crack. And as time goes on, that
21 crack gets bigger and bigger and bigger.
22 It's like a spiderweb because of the
23 vibrations in the car.

24 We're talking having Transrail with

1 hundreds and millions of tons coming over
2 that site. We're talking -- now I'm hearing
3 700 truckloads. I was reading -- because as
4 a member of the Board, they were talking
5 about 365 truckloads per day off and on that
6 site. Look at the vibration.

7 We had a plume that actually shut down
8 those wells. What are we going to do with
9 all this heavy weight that's on the site day
10 in and day out? What other carcinogens are
11 in there that we're not aware of?

12 They talked about MRSA being in that
13 drinking -- being in that part of that area.
14 That's the same chemical that Erin Brockovich
15 fought years ago. It's a serious problem,
16 Folks.

17 You know, I'll say it again. I know I'm
18 repeating myself. I know you're in the
19 lion's den. This is legitimate. We hope you
20 look within yourself and to do something that
21 is right. There is no way Olin Chemical
22 should get away with that.

23 And I'll be honest; I wish we had a
24 stronger agreement back in 2003. We may not

1 have been here today, and it's a sad thing.
2 And I really hope that the EPA steps up to
3 the plate and really works with us, because
4 all of us live in this community.

5 And I -- you know, I've got a couple of
6 lots. I own my house lot and a lot probably
7 down on Wilder Cemetery. I'm not going
8 anywhere. I love this community and help our
9 town. Please.

10 (General applause.)

11 MR. GRAVES: Thank you.

12 James Ficociello and Sam LaFollette.

13 DR. FICOCIELLO: For those of you who don't
14 know me, I'm Dr. Ficociello from town. My
15 daughter told me to wear the most expensive
16 thing I have, and this is it. Okay? It cost
17 me quite a lot of money.

18 I'm going to address --

19 MR. GRAVES: Dr. Ficociello?

20 DR. FICOCIELLO: Yes?

21 MR. GRAVES: It helps the court reporter if
22 she can see you.

23 DR. FICOCIELLO: Yes.

24 The Town has done a very good job

1 outlaying the technical issues.

2 Representative Miceli and -- and Selectman
3 McCoy have also come along. Let me address
4 some issues, okay, from a Board-of-Health
5 standpoint, which, okay, I was on for 30
6 years.

7 Technically, the material in the ground
8 that we should be most concerned with is, in
9 fact, hexavalent chromium. Absolutely true.
10 It's the material that was at Love Canal.
11 It's the material that they made the movie
12 "Erin Brockovich" about. It's a deadly
13 poison. It's on the surface water already.

14 Secondly, NDMA. NDMA is a material we
15 don't even know what the thresholds are;
16 we're still ongoing with this. We do know,
17 however, that it's in the surface. It's in
18 the test wells, okay? Along up on Cook
19 Avenue, I don't know what the kids are
20 drinking. We don't want -- it's supposedly
21 bottled water. Okay?

22 But there's a need up there for Town
23 water because are we going to wait for 25
24 years and find out we were wrong?

1 So let me give you some idea. Every
2 locomotive weighs 250 tons. That's half a
3 million pounds. Each boxcar loaded with
4 debris weighs 400,000 pounds. That's
5 basically a million pounds right there.
6 They're talking 40 or 50 boxcars a day.

7 You can do the math. It's hundreds of
8 tons. It's 32 million pounds just of trash
9 in addition to the locomotive every day,
10 twenty-four hours a day -- rather, seven days
11 a week? Six days a week? Year after year?

12 We know for a fact, okay, that when we
13 have an episode, the Earth has an episode in
14 Nepal, a seismic event, an earthquake, they
15 can feel it in the earthquake center in
16 Colorado.

17 They're telling us that 150 yards is
18 enough to ensure that vibration won't be
19 transmitted over to the hexavalent chromium
20 plume? I don't know where they're getting
21 these numbers, but it doesn't work for me.

22 If the concerns here that we're
23 expressing are incorrect, what did we lose?
24 An easy way to get rid of trash in and out?

1 Possibly. Okay? Contamination of the
2 wetlands? Probably. Okay? But what if the
3 concerns here are correct?

4 I grew up here in North Woburn. Okay?
5 I know for a fact that when I talked to them,
6 the Board of Health in Woburn, in Reading,
7 and especially in Burlington -- where they
8 have their reservoir sitting right there --
9 are very concerned about this project.

10 The water flows from us south. Are we
11 willing to take that chance? Because if
12 we're right and the concerns that we're
13 expressing tonight are true, what do we wind
14 up with in North Woburn, another Love Canal?

15 I mean, there's hexavalent chromium.
16 There's NDMA. We're not -- these are not
17 something that we think is in the ground.
18 These are materials that are already on the
19 surface water.

20 For this project to go forward, okay, is
21 something that we should really consider
22 stopping any way we can.

23 But we're hoping, okay, that since you
24 people that are here, okay -- and all of

1 these folks, by the way, are doing this out
2 of the goodness of their heart -- okay, that
3 we put an end to this right here, right now.
4 There's no reason for it.

5 Again, we don't -- I'm not even going to
6 address the traffic issues. All I'm going to
7 address is the vibration that will be
8 transmitted through the bedrock into the site
9 that's already showing percolation. Okay?

10 If you really want an example, Folks,
11 take a walk down Eames Street. Stand on the
12 bridge and watch one of the passenger trains
13 go by and see the vibration.

14 Can you imagine what all those trucks
15 and all that weight is going to do to that
16 site? No way this thing should never go
17 farther than this meeting tonight.

18 Thank you for your time.

19 (General applause.)

20 MR. GRAVES: Thank you.

21 Now Sam LaFollette and Michael Raymond.
22 There's some chairs reserved down here for
23 folks if you want to sit down in front.

24 MR. LaFOLLETTE: My name is Sam LaFollette.

1 I live at 875 Main Street.

2 The way I hear people talking about it,
3 I live at -- the traffic on Eames Street is
4 bad as it is now. They're talking about all
5 of these vehicles that they're going to bring
6 in here and the loads they're going to be
7 taking out. There's going to be tons and
8 tons of roadwork done.

9 Twenty-four hours a day they're going to
10 run? When are we supposed to get some sleep
11 down there?

12 I happen to be one of the people that's
13 got four wells from the contamination on my
14 property. I don't need any more.

15 It just -- we have at least an accident
16 a week down there. If not one week, we might
17 not have any, but the next week, we'll have
18 three. So you don't have to take my word for
19 it. Go out and check at the police
20 department. They will tell you how many
21 accidents we have down there now.

22 With all this traffic and the impact,
23 the damage, the noise, the dirt -- that's why
24 I'm against it.

1 Thank you very much.

2 (General applause.)

3 MR. GRAVES: Thank you.

4 Michael Raymond and Erik Anderson.

5 MR. RAYMOND: My name is Michael Raymond.

6 I'm a former Alderman in the City of Woburn.

7 I'm also a founding member of the Woburn

8 Neighborhood Association. It's an

9 environmental association that's been

10 involved with Wilmington for the past

11 15 years.

12 We've served on and off committees,

13 water committees, with the Town of

14 Wilmington; and we have a good working

15 relationship with all the environmental

16 groups within the town.

17 I have four concerns that I would like

18 to speak about tonight. But what I'm going

19 to do is I'm going to speak briefly about the

20 four concerns, and then I'm going to list our

21 comments or the concerns in writing and get

22 them back to you before the 28th.

23 The first one being -- the first one

24 being we're concerned about the traffic.

1 We're concerned about the -- the 400 to 800
2 trucks a day. We're concerned about the --
3 the trains. We're concerned about the --
4 which truck routes will be taken.

5 We're concerned about environmental
6 spillages. You know, if there's accidents,
7 what's going to happen? But that's all --
8 that's all been stated by speakers and stated
9 eloquently by the speakers prior to my
10 getting up here. But that's one of my
11 concerns.

12 The second concern would be that this --
13 the plan that we've seen, the Draft, is very
14 sketchy in the fact that it doesn't come
15 right out and mention solid waste and trash.

16 But like Representative Miceli said,
17 eight or nine or ten years ago when we saw
18 the original plan and then we saw what was
19 happening in New Jersey at some of the sites,
20 it was really -- it was really eye-opening
21 and it was terrible for -- and it should not
22 even be considered for this area because it's
23 a residential area. And we'll make our
24 comments further on that.

1 And the third concern would be is New
2 England Transrail thinking of running at the
3 same time that the cleanup is -- hasn't been
4 completed yet by the EPA, or the EPA hasn't
5 really come out with a final? And that's
6 dangerous based upon what's in the ground.

7 What's in the ground, like Selectman
8 McCoy stated, is not -- hadn't even been
9 identified. When the original tests were
10 done on the -- on the plume that moved away
11 from the Olin property, I think they -- they
12 identified 200 different chemical compounds
13 and still didn't finish identifying all of
14 the compounds that were in there.

15 And I hadn't seen any research after
16 that, so I don't even know what chemicals are
17 in the ground or what -- you know, and how
18 dangerous is that going to be.

19 My last concern is probably my most
20 important reason for being here tonight, and
21 the problem is bureaucracy.

22 We have two Superfund sites. We have
23 the Olin property, and we have the
24 Industri-Plex in Woburn. They're run by two

1 different EPA project managers.

2 I know Jim runs the Wilmington and --
3 and on the Woburn side, and I met with the
4 Woburn people. They're not as concerned
5 about the Wilmington side or anything
6 happening from the Olin property because they
7 have their own problems.

8 And if I talk to Jim -- and I'm not
9 putting words into Jim's mouth -- he's not as
10 concerned about the stuff that's happening
11 in -- in -- in Woburn.

12 But basically what's happening is the
13 East Ditch of the Olin property is emptying
14 into Woburn. That's -- whatever
15 contamination is there is coming into Woburn.

16 Now, the East Ditch. For those of you
17 who don't know the East Ditch, the East Ditch
18 runs along the railroad tracks of the tracks
19 that they'll be using to bring the --
20 whatever they're bringing in.

21 So if there's a spillage, it's going to
22 go into the East Ditch and probably wind up
23 in Woburn. Woburn right now is on --
24 we're -- our project right now is we're at

1 the cleanup of the surface water, and that's
2 where we are right now.

3 So right now what we're doing
4 is everything coming from the industrial --
5 from the Industri-Plex is being dredged out
6 in a holding area, and then the water leaving
7 the holding area is actually pretty clean.
8 And that travels all the way through to
9 Medford on the Aberjona River.

10 So right now, we've taken -- our
11 remedies are in place, and in fact, most of
12 the construction is done, and it's up and
13 running.

14 So if we should have an environmental
15 problem from this project here, it would be
16 like starting all over again with the project
17 that's in Woburn.

18 And I'll formalize my comments. I'll
19 put my comments in. But I just wanted to
20 bring those four up tonight.

21 Thank you.

22 (General applause.)

23 MR. GRAVES: Thank you.

24 Let's have Erik Anderson and

1 Cheryl Maxwell.

2 MR. ANDERSON: Hi, my name is Erik Anderson.

3 I live over on Aldrich Road. Unlike many of
4 you, I've only lived in town four years.

5 But I read this document (indicating),
6 and it's pretty obvious why New England wants
7 to -- New England Transrail wants to build at
8 the Olin site: It's because it's going to be
9 cheap.

10 They looked at two other sites locally
11 in Boston Metro, and then they picked the
12 Olin site. Because Tewksbury is too small,
13 and North Billerica is too far away.

14 Now, I look at the history of the Olin
15 site, and I see one thing: a company
16 poisoning a community. And we're here
17 tonight because they'd like to sell some
18 property and make a little bit more money
19 because, We can't find a cheaper site.

20 So at home, I have a three-year-old, and
21 I have a six-year-old. And I'll be damned if
22 I'm going to stand around and let them be
23 poisoned for the next 20 years to save New
24 England Transrail a couple thousand dollars.

1 Thank you.

2 (General applause.)

3 MR. GRAVES: Thank you.

4 Cheryl Maxwell and Gennaro Grasso.

5 MS. MAXWELL: Hello. Cheryl Maxwell.

6 753A Woburn Street. We are along

7 Eames Street, so we get constant traffic

8 already.

9 I'm really upset to begin with to get a
10 notification stuck in my door last Thursday
11 for a meeting today that I couldn't plan but
12 I was able to make it. I really felt that
13 the citizens needed more time to get their
14 information together.

15 I personally can't cover -- I'm grateful
16 for the people that have spoken before me.
17 But I also, in with this gentleman being a
18 pediatric nurse, I think we should consider
19 our children in this community, the damage
20 from the chemicals, the hazardous waste
21 emissions. What the outcome will come from
22 the damage of the soil? The air pollution
23 that we get already.

24 I know myself, I pray every day when I

1 cross the road to get my mail, the traffic
2 alone -- and it doesn't matter if it's 6:00
3 in the morning -- which is the worst -- or
4 11:00 at night. We have constant bombardment
5 on Woburn Street. I am concerned about the
6 safety.

7 Also, one other thing that wasn't
8 brought up, one time someone had mentioned
9 about the rodent infestation all these carts
10 will bring in, the trains and everything.

11 Not to mention the water issues.
12 Apparently, by law, these train vehicles --
13 whatever the word is -- the boxcars need to
14 be washed down and cleaned daily. I can't
15 even run and water my flowers, let alone
16 clean out boxcars. I mean, what are the
17 water issues on that?

18 Also, are you going to be reevaluating,
19 reassessing our property taxes in that area?
20 Should something come about? I mean,
21 obviously, people aren't going to be ready to
22 come in and move in and purchase a home when
23 they have this Superfund site and all this
24 going on out back.

1 I'm really concerned about the toxic
2 effect in the area, not only the emissions
3 that are going to be given off, but the
4 chemicals. Our children. Possible
5 miscarriages from what develops from this.
6 It's mind boggling of how it will go. I do
7 not want this in my area. We're already
8 bombarded down there.

9 There's -- I'm not -- I just don't want
10 it. Everybody else is more well versed, and
11 I will be putting more into writing. I
12 didn't have much time to do a lot of
13 research.

14 But I want you to consider what people
15 have to go through down on our end already --
16 already before you get this up and running.

17 And one other thing to investigate.
18 These trucks that are going to be coming and
19 going, 400 in and out, they have to be a
20 certain -- I believe a certain size. They
21 also have to be so many feet in
22 transportation, so you want to investigate
23 that.

24 And my last thought is so,

1 hypothetically, if this should occur and
2 there's a disaster at that, do the Wilmington
3 citizens have to pay for -- not only, I mean,
4 financially -- monies to recoup should
5 something go wrong? You've got to consider
6 that, too.

7 I'm just frustrated because I really
8 think Olin is trying to pull a fast one. And
9 shame. Shame, shame, shame.

10 Thank you.

11 (General applause.)

12 MR. GRAVES: Thank you. Gennaro Grasso and
13 Kathleen Barry.

14 MR. GRASSO: Hello, my name is
15 Gennaro Grasso. I live at 885 Main Street
16 almost right across from Eames Street. I
17 won't be too long because all that speak
18 before me, they all lined it up pretty well
19 what's the problem there. We've lived in
20 this neighborhood all our life.

21 A lot in my neighborhood, we have to
22 work two jobs just to keep my house up. You
23 ever thought of -- you have a house, right?
24 Why don't you try to put this project in your

1 neighborhood and see how it affects your own
2 home life? Try. It would be a good idea,
3 no?

4 This project is a disaster. Are you
5 people in your right mind trying to put a
6 project like this where people live not too
7 far from it?

8 What's gonna happen to us? Can we sell
9 the house or go to our Town Manager and say,
10 Hey, I don't want to pay no more taxes
11 because I can't afford to stay here? Is he
12 gonna like that?

13 Just think about it tonight when you go
14 home or maybe before you go to bed. What did
15 we do to these poor people down here? These
16 projects should being located in the desert
17 way far away from people, no in the
18 neighborhood.

19 Please, think about it.

20 Thank you.

21 (General applause.)

22 MR. GRAVES: Thank you.

23 Kathleen Barry.

24 MS. BARRY: My name is Kathleen Barry, and I

1 actually am here to -- I have a bunch of
2 different hats that I wear. But I first want
3 to ask a question to Danielle Gosselin -- you
4 said it's a new record and a new review.

5 Any of the previous comments that have
6 been made through the history of this since
7 2003 going to be brought forward?

8 I think it's very, very important and
9 vital that we -- and on record that we --
10 when we fought this -- and I went down to the
11 hearing that Jim went to and appeared before
12 the Surface Transportation Board and
13 testified.

14 I wasn't allowed to go down, but my
15 representative, U.S. Representative along
16 with Representative Miceli's office pushed to
17 have a representative from this community to
18 go down and testify in Washington. And I
19 paid my own way. It was on April 19th, 2007;
20 Patriot's Day. I remember it well.

21 And we had both U.S. Senators that had
22 written comments about this project that
23 should be brought forward, and we had our
24 U.S. Representatives. We had a team that

1 fought this project from the start.

2 New England Transrail -- it's not a
3 railroad. It's a trash transfer facility
4 that has proposed this same project over and
5 over again with different iterations every
6 time they find out that they can't do
7 something. They go back to the drawing
8 board, and -- and a leopard doesn't change
9 its spots.

10 This is a trash transfer station.
11 Don't -- don't let them fool you. And the
12 reason they seek your exemption is so that
13 they do not have to be subject to any
14 overseeing agency, including our state and
15 local overseeing bodies, so they can bring in
16 whatever commodities they want, and the
17 day-to-day operations are going to go
18 unsupervised.

19 And that's the reason they -- they asked
20 for the exemption years ago. And trust me.
21 That's why they want the exemption today. So
22 that's quite concerning.

23 I went down to Washington to testify
24 before your Board because of -- of a cancer

1 study that was being conducted by the
2 Department of Public Health, and I was a
3 representative of that cancer study from the
4 residents' point of view.

5 I represented 20 families whose children
6 had been diagnosed with cancer and who the
7 Department of Public Health had suspected a
8 environmental exposure.

9 The Department of Public Health here in
10 Massachusetts continues to look at this as a
11 contaminating source. They are working with
12 Professor John Durant from the Tufts
13 University to look at how NDMA has entered
14 into the water distribution system. That
15 study is due at the beginning of this
16 upcoming year.

17 I have been in touch with the Mass.
18 Department of Public Health, the
19 Environmental Bureau lead agents, the
20 epidemiologist there. And he has assured
21 me that a conclusion will be in the first
22 quarter of next year.

23 Three children have -- three of those
24 exposed children have died. This site is

1 contaminated. It's -- so many, many
2 chemicals have migrated off. I don't know
3 what the toxic soup is; nobody really knows.
4 But NDMA was the one that they studied
5 comprehensively.

6 So we don't even know exactly what we've
7 been exposed to over the years, any one of
8 us, before those wells and aquifers were shut
9 down in 2003.

10 But to add insult to injury, to allow to
11 this to come in to this site after we've
12 worked so hard and working with the EPA in
13 determining the extent of the contamination,
14 to allow this site to continue to go
15 forward -- and it's like they're pulling the
16 wool over your eyes.

17 They're going to say, Oh, now it's a
18 railroad. Well, no, it's not. It's a trash
19 transfer station, and it's -- and -- and they
20 don't want anybody seeing what they're doing.

21 Thank you. I'll be writing and
22 submitting formal comments by the 29th.

23 Thank you.

24 (General applause.)

1 MR. GRAVES: Thank you very much.

2 We now have about an hour left in the
3 scheduled time for the meeting. Is there
4 anybody else who would like to make a
5 comment? We invite you to come up.

6 We have three hands. Once we have
7 finished that, assuming there's a little bit
8 of time left, the team will be out in the
9 foyer again; and we'll have an opportunity to
10 do some -- some more questions.

11 So we have -- I'm sorry, sir. Why don't
12 you come up here and have a seat. I'm sorry.
13 I don't know your name.

14 MR. REYNOLDS: Paul Reynolds.

15 MR. GRAVES: Can you come up and sit down,
16 Paul.

17 And why don't you come on up here,
18 ma'am. And your name?

19 MS. SULLIVAN: Suzanne Sullivan.

20 MR. GRAVES: Thank you.

21 And then Representative Miceli.

22 MS. SULLIVAN: My name is Suzanne,
23 S-u-z-a-n-n-e, Sullivan. Thank you.

24 I think some of the comments have been

1 excellent, but there are some things that
2 haven't been brought up.

3 It's not clear if New England Transrail
4 is given carrier status whether or not they
5 have to identify to the community what things
6 they would be hauling in and out of their
7 site.

8 One of the things they list on there is
9 LNG and other explosive materials. I want to
10 see where the blast zone is for what they
11 will be bringing in and how many families
12 will be sacrificed if there is an explosion.

13 I don't think a lot of people realize in
14 this audience that they're proposing to haul
15 LNG, and the research we've done has shown
16 that LNG is actually in an experimental phase
17 for hauling on railroads. I think they've
18 done some up in Alaska where, you know,
19 obviously, there's not dense populations in
20 Alaska.

21 I suggest everybody go home and look
22 this up on the internet. This is a huge
23 concern. And I just would like to remind you
24 guys -- and not that I really need to, but

1 the railroads that comes through Wilmington,
2 we have three separate railroads.

3 When they were built back in the old
4 days, they were meant for hauling either
5 people or some cargo, but not hazardous waste
6 and materials. They go through
7 neighborhoods. I live right by a railroad.
8 If anything were ever to explode, we'd all be
9 gone.

10 So I would want to know what the blast
11 radius is if there's an explosion. I'd also
12 would like to know exactly how the exemption
13 works and I'd like that to be covered and
14 whether or not our fire department would be
15 involved with any hazardous materials or any
16 blasts that may occur or any explosions.

17 I'd also like to know about what if
18 there's a terrorist attack? I know that's a
19 concern all over our country with these types
20 of materials traveling on rail lines that
21 they leave us vulnerable to terrorist attack.
22 So I want to know what's going to be done
23 about that.

24 I also want to know if you're going to

1 examine cancer rates in the area, both not
2 only childhood cancers -- you just heard from
3 Kathy Barry to childhood cancer. We have
4 twice the state average of cancer in our
5 children when the wells were on. I don't
6 know what the rates are now because we're
7 still waiting on the cancer study,
8 unfortunately.

9 I'd also like to know what the air
10 quality impacts are going to be and coupled
11 with the already air quality impacts in that
12 area. I'd like to have the E.J. locations,
13 the environmental justice locations, from, I
14 understand, were where Mike and Linda
15 Raymond, where Mike came up and actually
16 environmental justice area.

17 And in the old days and even when New
18 England Transrail first came in the area, and
19 Wilmington was also considered environmental
20 justice because there was more industrial and
21 commercial compared to residential.

22 So the residential people in that area
23 in that sense had already bore more of the
24 burden of that type of development. I don't

1 know if that's still the case.

2 I want the pavement runoff evaluated. I
3 want to know also what it's going to do to
4 the existing contamination there, how it's
5 going to change the hydrology.

6 I'd also like to make you aware that New
7 England Transrail is planning to fill in more
8 wetlands on the site in the year 2000 when
9 they had their first environment and
10 environmental study done through the State.

11 They had already filled over the amount
12 of abutments that were allowed. And as
13 mitigation, they gave a conservation easement
14 on the back part of the wetlands. Now
15 they're proposing to fill more wetlands. I
16 want to know what that's going to do to the
17 hydrology.

18 And a lot of the area on that site, it's
19 a Zone 2, meaning that that contributes to
20 our Town wells. That's our drinking water.
21 And I've been serving on the Wilmington
22 Environmental Restoration Committee as a
23 citizens group working with the EPA since
24 2005/2006 -- ten years.

1 And Olin still has not completed the
2 work that they need to do. I resent the fact
3 that I have to stand up here and even bring
4 these issues to you.

5 Sorry, Jim. But I take issue with
6 Mr. Jim DiLorenzo, and he knows that. And
7 we've worked closely with him.

8 I want an example of another Superfund
9 site where there's no record of decision, and
10 a project like this is coming forward where
11 the public has to do what we're doing here
12 tonight.

13 And I want an example of a project on a
14 Superfund site where the communities are not
15 in favor of it. We want a record of decision
16 before there's any development of the site.

17 (General applause.)

18 As far as potential alternatives, I can
19 see maybe a solar farm there; that would be
20 good. Or how about if you were to put it in
21 a neighborhood like in Wellesley where
22 there's not as high of a density of
23 population.

24 I know that there was a comment from a

1 gentleman from Wellesley saying, Oh, this is
2 a great project. Well, then, maybe you
3 should put it in Wellesley.

4 As far as the water resources go, Maple
5 Meadow Brook is, as you heard Mr. Hull state,
6 part of our water supply. And what we want
7 to do is we want to clean that water up
8 eventually so we can reuse those wells.

9 And what I want to know from the Surface
10 Transportation Board when you do this
11 environmental review is how this project is
12 going to impair that.

13 Thank you.

14 (General applause.)

15 MR. GRAVES: Thank you.

16 Sir, when you come up here, could you
17 please say your name and spell your last name
18 for the reporter? That would help. Thank
19 you.

20 MR. REYNOLDS: Okay. My name is
21 Paul Reynolds, R-e-y-n-o-l-d-s.

22 My concern is about veterans. I'm a
23 special disabled veteran. I have a death
24 sentence, and it's due to contamination.

1 And last year, I put a very good friend
2 of mine in the grave who's from Wilmington.
3 He grew up here. He was 36 years old, grew
4 up with my son. Unfortunately, he was
5 contaminated by this water.

6 I myself would like to have this
7 recognized in your review to have at least
8 someone who is -- who represents either from
9 Washington, D.C., or the State of
10 Massachusetts -- protection of veterans.

11 I also have some experience in Germany
12 with a big site like this, very much. The
13 toxins are terrible. They're uncontrollable.
14 Everything looks good in writing or in
15 proposed packages; but in reality in a
16 working situation, as months and years go by,
17 the standards are not kept up. It's
18 unfortunate.

19 The inspectors are not professional
20 enough. They're too political. And I'm
21 afraid the same thing will happen here.

22 Two incidents of contamination sites are
23 in Florida, which is very bad. A lot of the
24 feedback I have been given through my

1 veterans affiliates, now who are retired,
2 have gotten toxic chemical problems from it.

3 It's bad enough that we who served the
4 United States have gone to foreign lands and
5 have been exposed to toxins in different ways
6 and different forms, and now we have to
7 suffer the consequences.

8 I myself is proof of the living
9 condition of it. I don't want to see future
10 people from Wilmington experience the same
11 thing in growing up all their life, not
12 getting any protection or assistance along
13 the way and then ending up dead in a very
14 short life.

15 That's all I have to say. Thank you.

16 MR. GRAVES: Thank you.

17 Representative Miceli?

18 MR. MICELI: Is anyone from Olin here
19 tonight? Is that a fair question?

20 I guess the answer is no. I always
21 felt -- and I'm not trying to be sensational,
22 and I appreciate this extra time here -- that
23 someone should have gone to jail for what
24 they've done.

1 You know, they've really, really done a
2 job on this town, and yet they're moving to
3 sell this to Transrail and compound the
4 felony. Transrail are no slouches. You
5 heard the gentleman say that they looked
6 around for the cheapest site, and this was
7 it.

8 But then they went to the next step as
9 far as uncaring and unthinking people go to.
10 They hired one of the best lobbying firms in
11 the City of Boston. I met with them and I
12 told them as far as I'm concerned, it's a
13 wasted discussion because I'd be opposed to
14 this from the beginning. I was very much
15 involved in obtaining some of that money for
16 the cancer study.

17 And I'll say it again. I hope you don't
18 misinterpret what the Town Manager said when
19 he read that report. We're not looking for
20 mitigation. We're hoping -- we're hoping
21 that someone uses some commonsense.
22 Environmental impacts -- the EPA isn't even
23 through with their study.

24 Ask yourself this question: Why are we

1 moving ahead with this hearing tonight?

2 There shouldn't even be a hearing. I hope --
3 and I said this when I was in Washington.

4 I hope that you look at this and that we
5 don't revisit it again and that your report
6 is negative, that they shouldn't be given any
7 permits to go ahead with their project.

8 And, as I said, they haven't got a good
9 reputation, and if you look at -- if you look
10 at what happened in New Jersey, let that be
11 an example of why this thing won't work here.

12 Do you know that we have more industry
13 per capita than the City of Pittsburgh and
14 we've got our share of chemical companies?
15 We've been to war with them.

16 And we had a cement company that was
17 going to locate in that area recently with a
18 multitude of trucks, and we had to beat that
19 at a local level. And thank God the Board of
20 Appeals granted a negative decision. But
21 that area's been ripe for years, people keep
22 looking at it.

23 But Olin Chemical, instead of closing up
24 their tent and just going off and leaving

1 that site alone, they're going to sell it.
2 And they're not going to sell it to, like
3 someone said, some company that's going to
4 utilize solar panels there.

5 They're going to just compound the
6 felony and really make a tough situation for
7 our community.

8 Thank you for coming tonight, but -- but
9 I hope the report coming from you is
10 negative, and I hope this thing is killed.
11 And I hope we're not back here revisiting
12 this situation once more.

13 And I want you to thank all the people
14 that got up tonight and did a marvelous job,
15 and -- you know, citizens, Dr. Ficociello on
16 the Board of Health, Selectmen, and what have
17 you.

18 And this is a real, real serious
19 situation, and I just hope we use some common
20 sense. I appreciate your being here. I just
21 want to see a negative report on this so that
22 it goes away once and for all.

23 And I know that Jim DiLorenzo and a few
24 of the others, sometimes we have differences,

1 but I've never questioned his integrity. But
2 I'm questioning this company's integrity
3 about why they would go to a lobbying firm
4 first. And they didn't just go to a lobbying
5 firm; they went to the best in the country
6 who have offices in Boston.

7 So I'm going to wrap up, and I
8 appreciate the extra time. And as I said, I
9 hope you don't misinterpret the Town
10 Manager's report as that we're looking for
11 any mitigation. We're not looking for
12 mitigation. We just want this thing to go
13 away.

14 This has already affected a lot of
15 people. That cancer study bore that out, and
16 some of those cases have been settled from
17 what I understand.

18 So really take a good look at that. You
19 look like sincere folks. And take a good
20 look at it and do what's right for the
21 community.

22 I'll say it again. More industry per
23 capita than the City of Pittsburgh and you
24 know the problems that are involved with that

1 city.

2 Thank you.

3 (General applause.)

4 MR. GRAVES: Thank you.

5 All right, sir. If you could please
6 state your name and spell your last name for
7 us. Thank you.

8 MR. GORDON: All right. I'm State
9 Representative Ken Gordon, G-o-r-d-o-n; and I
10 represent Precinct 3 in Wilmington, which is
11 where this site is that we're talking about.

12 I think that the testimony that was
13 given prior to mine is relevant, and it's
14 important, and it's moving. You've heard
15 from Selectmen. You've heard from my
16 colleague, Representative Miceli, who
17 eloquently stated the objections of most of
18 the residents, of the vast majority of the
19 residents, here in Wilmington.

20 The objections concern health issues.
21 The objections concern traffic issues, and
22 these objections affect our way of life.

23 I think this hearing is premature. But
24 I know that in hearing all of these opinions,

1 I hope that you'll take all of them into
2 consideration. I know that there's a lot of
3 work left to be done on your part.

4 And I hope that, as Representative
5 Miceli said, the result will be that we will
6 not be moving forward on this application.

7 Thank you.

8 (General applause.)

9 MR. GRAVES: Thank you.

10 Is there anyone who hasn't had a chance
11 to make a public comment yet who wants to
12 come up and to make a public comment here?

13 MS. STEVENSON: I have a point of
14 information.

15 MR. GRAVES: Why don't you please come up to
16 the microphone and state your name and spell
17 your last name also.

18 MS. STEVENSON: My name is Martha Stevenson,
19 S-t-e-v-e-n-s-o-n. I'm the president of the
20 Wilmington Environmental Restoration
21 Committee that Citizens TAG assisted with
22 working with Jim DiLorenzo on the Superfund
23 site.

24 I think it would be helpful for all of

1 us here if you could lay out a timeline.
2 You've sort of described what the process is.
3 We have until the end of November, for
4 example, to submit written comments on the
5 scope.

6 Then the scope comes out, and then it's
7 up for comment again; is that correct? Or do
8 you go immediately to the Draft Environmental
9 Impact Statement?

10 MR. GRAVES: During this portion of the
11 meeting, we're not actually answering
12 questions. We will have some time at the
13 end --

14 MS. STEVENSON: Well, I would hope you'd be
15 prepared, then, when we're done to give us
16 some guidance on the timelines as to when
17 typically -- six months, 12 months -- and
18 what each of the comment periods would be for
19 each step of the way.

20 I think we had somebody here who
21 complained tonight that she was only notified
22 last Thursday of this meeting anyway. And
23 that's thanks to the Board of Health and our
24 group canvassing the neighborhood personally.

1 So it's extremely unfair that people are
2 getting the information late in the game.

3 And it would be helpful when some of
4 these things come up from the STB or from the
5 consultant that you could hear one saying,
6 Pay attention to this. You have so many days
7 or hours and -- and who to call for help.
8 Because, clearly, there's interest and a lot
9 of concern.

10 Thank you.

11 MR. GRAVES: Thank you.

12 Sir?

13 MR. DONOVAN: I'm Deputy Chief Donovan,
14 Wilmington Fire Department, a resident of
15 229 Salem Street in Wilmington.

16 I'm referencing a document I have here
17 to -- the Clarification Supplemental
18 Information document regarding what will be
19 on the site. And by reading this, as far as
20 being brought in by rail, we would have
21 primary liquid commodities of LPG, and I've
22 also seen in documents that there's a
23 possibility of three 90,000-gallon tanks of
24 liquid propane, which would be brought in by

1 rail and then offloaded onto trucks and
2 transported from there through the community.

3 That's one of my main concerns is that
4 that's being transported throughout the
5 community. There's really no easy access to
6 the major highways without going through the
7 community.

8 Also, it's referencing ethanol,
9 biodiesel, and glycols.

10 My other concern is access to that
11 property. There's only one way into that
12 property from Eames Street that I can see
13 from all the mapping. And there's railroad
14 tracks on both sides, and then on the far end
15 is woodland where the Woburn line is.

16 And the other thing that I'm concerned
17 about is that if these railcars are blocking
18 Eames Street when they're coming in and
19 loading and unloading, whatever they need to
20 do to access that site, I'm concerned that
21 we're not going to be able to get access to
22 the other properties on Eames Street.

23 So if we go for a response and come down
24 to that area and make a left onto

1 Eames Street and we're blocked by the train,
2 then we have to go all the way around, it's
3 going to take a really long time to get
4 around to the other properties, Apria,
5 Swanson, Pepsi, Tecomet. They're all up
6 there.

7 So those are some concerns that you
8 people should be looking at as far as where
9 are these trucks going to sit and load and
10 unload some of these hazardous materials, not
11 to mention the ability of our department to
12 handle a major incident at that site, which
13 would really stretch our resources.

14 Thank you.

15 (General applause.)

16 MR. GRAVES: Thank you.

17 If you care to speak, come on down.
18 There are three reserved seats down here, and
19 we'll just get you in the queue.

20 Ma'am, If you could please come up and
21 state your name and spell your last name,
22 please.

23 MS. BALESTRIERI: My name is
24 Kellie Balestrieri. And that is

1 B-a-l-e-s-t-r-i-e-r-i.

2 I am a resident of Eames Street. I live
3 in my husband's family's home. That home was
4 built in 1929 by his grandfather. So we were
5 there before the industry was.

6 My main concern -- and I want you guys
7 to look really down deep inside yourselves --
8 what is your life worth? What is the value
9 of you? And how can you diminish my life?
10 How can NET -- or New England Transrail
11 diminish my life, my children's lives, my
12 husband's life, my mother or father's lives?

13 It's a family neighborhood. I have new
14 neighbors that just moved in. They have
15 three beautiful little girls. They had no
16 idea what they were moving into.

17 How can you diminish our quality of
18 life, our lives? Would you want this? Would
19 you want 800 tractor-trailers going by your
20 house day and night? When am I going to
21 sleep? Am I going to be able to open my
22 windows to get fresh air?

23 I just finished renovating my house. I
24 did some, you know, two new beautiful

1 cosmetic renovations inside. Am I going to
2 be able to sell this if this goes through?

3 No.

4 So my house is now worthless. My life
5 is now worthless. So you can thank New
6 England Transrail for that.

7 And think deeply inside, would you want
8 this to happen to you? Would you want this
9 in your neighborhood?

10 Thank you.

11 (General applause.)

12 MR. GRAVES: Thank you.

13 Sir?

14 MR. MARTIN: My name is John Martin,
15 M-a-r-t-i-n. I live on Woodside Ave., which
16 is in that neighborhood as well. And I -- it
17 was comforting to see many of my neighbors
18 here tonight. We were also all here together
19 fighting the Tresca disaster last year with
20 them wanting to dump salt and cement all over
21 this neighborhood.

22 And, you know, with everything that's
23 been said about what's wrong with this, I
24 just wanted to mention that, you know, it

1 couldn't be more clear that the citizens of
2 the town, of that neighborhood, don't want
3 this; that our elected officials don't want
4 this.

5 Other businesses in that area don't want
6 this. Our neighbors, Woburn and Burlington,
7 and other towns don't want it. Okay? So
8 every now and then, you get an opportunity in
9 your career or your life to do the right
10 thing. This is an opportunity that you have
11 to do the right thing. Okay? And it should
12 be done.

13 Because this -- to go back in there with
14 this after the disaster of the Olin thing is
15 just a slap in the face. Of all the things
16 that could be done in there, this is a slap
17 in the face to Wilmington.

18 Thank you.

19 (General applause.)

20 MR. GRAVES: Thank you.

21 Is there anyone else who hasn't made a
22 comment but who would like to make a comment?

23 MR. SPINAZOLA: Yeah. My name is Raymond
24 Spinazola Junior, S-p-i-n-a-z-o-l-a. I'm a

1 master's-of-social-work student at Salem
2 State University.

3 I have just a short comment. I just
4 wanted to make sure to emphasize to all of
5 you to, you know, kind of take a look at
6 faces here. I mean, these are human beings
7 who are being issued by this.

8 A lot of times it's easy for the issue
9 to become kind of blurred when you're just
10 looking at paperwork, a bunch of statistics
11 and figures. But I think a forum like this
12 is extremely crucial, because it allows you
13 to see -- it humanizes this issue.

14 These are human beings here being
15 affected. You know, it's not just a pile of
16 stats or a loads of paperwork and numbers and
17 everything.

18 It's important to consider what these
19 people are saying closely. Because, I mean,
20 it impacts human being lives, as the lady
21 spoke, you know, a couple of people before me
22 made it clear.

23 Just to make it short, I mean, you have
24 to really consider everything that's being

1 said here. Because, I mean, it affects
2 families, and the radius of impact affects
3 the people around them and their entire
4 network in a very adverse way, which I think
5 everybody who spoke before me has made it
6 clear. I'm going to try to not be too
7 redundant. I just wanted to make that clear.

8 Thank you.

9 (General applause.)

10 MR. GRAVES: Thank you.

11 Any other comments?

12 Okay. I think we've got the space until
13 8:00. I think the team will be out in the
14 foyer out here to respond to specific
15 questions about the site and -- and engage in
16 any sort of conversation or provide
17 information. So we'll be here for about
18 another half hour.

19 And with that, we're adjourned in here.

20 Thank you.

21 (Recess taken.)

22 C O M M E N T S O N T H E R E C O R D

23 MS. DOMEK: My name is Robin Domek,

24 D-o-m-e-k. I live at 8 Denault Drive in

1 Wilmington. I wanted to get my thoughts
2 together.

3 I wanted to let it known that at the
4 corner of Woburn Street, Oxbow Road, and
5 Eames Street, there's a bus stop for children
6 where they stand and wait for the bus, and
7 it's usually at approximately 6:30 in the
8 morning. And especially during the hours
9 when the time change happens, that -- it's
10 dark out there.

11 And it's already dangerous as it is
12 right now with the traffic that goes through
13 there. You know, there often are many
14 accidents in that general area. But
15 especially dangerous, I think, for truck
16 traffic coming from Eames Street.

17 When a tractor-trailer moves down that
18 street, comes down Eames Street and takes a
19 right -- or even a left, but usually they
20 will take a right to go onto Woburn Street --
21 they have to swing wide.

22 And they go into the opposite lane of
23 Woburn Street, which stops traffic. And
24 sometimes they even have to back up a couple

1 of times to get themselves through that
2 intersection.

3 And it makes that intersection extremely
4 dangerous in general but especially when
5 there's children standing there. And
6 sometimes they're standing there for five or
7 ten minutes, sometimes half an hour if the
8 bus is late or whatever.

9 So I object to having the New England
10 Transrail utilizing the property on Eames
11 Street that would develop the traffic, you
12 know, much more.

13 In fact, just this past year, a company
14 was trying to install a concrete plant in
15 there. I'm trying to think of the name. I
16 even know the name. I could probably look it
17 up.

18 But the concrete company wanted to move
19 into the spot across from Olin, and they
20 estimated that they were going to have
21 between, I think, 80 to, say, 150 trucks a
22 day in and out of basically the same area.

23 And that was a concern which I guess has
24 been turned down. I don't know if that's --

1 just the traffic was the reason it was turned
2 down. Probably not, but I'm not sure.

3 But to increase the traffic in the area
4 by 7 to 10 percent -- I mean seven or ten
5 times more traffic than -- allowing 800
6 trucks to come and go is like almost
7 700 percent more than what it would have been
8 with the concrete plant.

9 If it's not good enough with -- if the
10 traffic was a problem with, say, an average
11 of 100 trucks a day, what makes 800 better?
12 And that's -- that just doesn't seem
13 possible. I don't know.

14 Oh, and to add to my statement, it's the
15 bus stop, traffic -- oh, and the noise at
16 night, noise at day and night.

17 What kind of noise is that going to
18 generate in the area for residents?
19 Especially at night, I already hear the
20 whistle of the trains that do come by at
21 nighttime. And I can't even imagine to add
22 more of these whistles and engines to a
23 generally peaceful area.

24 I think that's it. I think those are

1 the things.

2 MR. DOMEK: And I'm Richard Domek, and I
3 think she said it all. I don't have anything
4 to add.

5 MR. GRAVES: Thank you.

6 (Whereupon, the Public Scoping Meeting
7 was concluded at 7:47 p.m.)

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CERTIFICATE

COMMONWEALTH OF MASSACHUSETTS)
SUFFOLK, SS.)

I, Valerie L. Shand-Salama,
Professional Shorthand Reporter and Notary
Public in and for the Commonwealth of
Massachusetts, hereby certify that:

The foregoing transcript of this
Public Scoping Meeting is a true and accurate
transcription of my stenotype notes to the best
of my knowledge, skill, and ability.

I further certify that I am not
related to any of the parties in this matter by
blood or marriage and that I am in no way
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto
set my hand and affixed my notarial seal this
15th day of November 2016.

Notary Public
My commission expires 12/21/2018

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