

**COUNCILMAN MOSBY:** First and foremost, thank you for allowing me the opportunity to come and speak to you today. I am the City Councilman in the 7th District that is impacted by this design. But more importantly as a resident, growing up here in the City of Baltimore, my family having deep roots in the West Baltimore in the Franklin Square community, I know firsthand the adverse effects that transportation projects have caused on the West Baltimore residents.

When you talk about the highway to nowhere, and of course none of us here today have direct involvement in that project, but I think it's important to interject the history of where we are currently today in West Baltimore. When we talk about the highway to nowhere that ripped out thousands upon thousands of homes, and really developed the demarcation to destroy the housing stock in West

Baltimore, predominately African-American community, for a highway that really has not resulted in any significant growth, economic growth, or any community growth in that area, that's a major challenge.

We talk about 83, how it ripped up part of my community in Reservoir Hill, that's something that we can't erase. However, it impacts the community today by again, creating the huge demarcation between the neighboring communities and neighboring assets. Then lastly, when you talk about the Red Line, and again, none of us today have anything to do with specifically the elimination of the Red Line, but we know the Achilles heel of the City of Baltimore is transportation.

And the Red Line may not have been a perfect system. However, we know that transportation disproportionately impacts the poor and residents of West Baltimore getting access to jobs in Baltimore County, on the east side. By taking the Red Line away, that basically eliminated that possibility.

Now that we come with this B&P Tunnel,

again, to the residents of West Baltimore who'll be directly impacted, who brought the majority of the risk, who have to deal with a change in lifestyle and potential change of environment associated with their community to benefit others, others not even in the city, not even in the state, others throughout the East Coast for a private entity is a major problem.

When we look at the health risks and the problems associated with putting a vent in the middle of the community of Reservoir Hill, I sat down with the engineers from New York and the folks from the train system up in Philadelphia, and we went over the actual design and why the design looks that way.

I come to you today not just as a resident, not just as a council member, but also as an electric engineer. And what I explained to them at that particular time is I get that that is what the design is today, but when you objectively looked at this area and you objectively developed your design and you placed this in this particular parcel, you did not bring in the subjectivity of the impacts associated

with it.

When we talk about again, the disproportionate amount of impacts that West Baltimore has had to face because of the failed transportation projects, when we talk about the particular location they would like to put the ventilation center, we are talking about an area that from 1968, because of the riots of Baltimore, was the economic growth of this particular area. It never came back after the riots. It became overrun with drugs. It became overrun with crime.

The residents of my community, it's the neighborhood that I live in, was promised the city was going to aggressively come in, they were going to bring a commercial sector back into this community. That never took place. So despite all the crime, despite all the drugs, the community got together, they came together. They formulated an idea developing urban agriculture in the Whitelock Farm.

And it's here today, one of the best urban agricultural farms throughout the entire city, and

which is really used as a model throughout the city of Baltimore. It is nothing that the City of Baltimore did. It was nothing that the state did. It was nothing that the federal government did. It just took hardworking community members coming together to fight for their community.

The fact that we talk now about taking lots away and make it into a ventilation system where it's literally directly across the street from a large apartment building, where it's literally directly across an alley with houses, directly across from this urban agriculture, directly across from a basketball court, directly across from a community center, it is not the place for this ventilation unit.

(Applause.)

And folks can sit in New York, folks can sit in Philadelphia, folks can sit in Washington, D.C. to make decisions about our community. But as a councilman, I am here to tell you it's not going to happen because we have been adversely impacted by these failed decisions over and over again. It looks great

from an objective view. It looks great from a calculation or from an engineering sound stance, but we know there are other options, other opportunities, and other things to factor on not going over and taking over this particular piece of land.

So again, I'm here not just as the councilman, not just as a resident, not just as an engineer, but bringing all that together to say that we have to move in a different direction. And I stress that and I asked them to look at that and they have come back with evaluations for how can we develop better sound design that not only looks at it from an objective perspective but also brings in the subjectivity associated with this very sensitive issue as it relates to this design.

THE HEARING OFFICER: Councilman, time is up, sir.

COUNCILMAN MOSBY: The clock is still going. If I could just take 30 more seconds. And another thing, the tunnel has an issue, the idea that we want to get folks from D.C. to Boston a couple

minutes faster, again, should not have to have adversely impact forever communities here in West Baltimore, and many of the folks here in West Baltimore, because of the lack of jobs, because of the lack of economic growth, because of failed transportation policies such as this, will never be able to the even participate in riding those rails. Thank you.