



Association for Public Transportation, Inc.

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MINUTES OF ANNUAL GENERAL MEETING, 11 MAY 2005, 6:40 P.M.

The Harvard Club (Back Bay), 374 Commonwealth Ave., Boston

1. Election of Board of Directors.

Clerk Barry M. Steinberg presented the slate of proposed nominees for APT directors:

Barry D. Andelman
Richard Arena
John Hostage
Romin Koebel
Ernest Loewenstein
Fred R. Moore
Barry M. Steinberg

There were no additional nominations from the floor. All seven nominees were elected.

2. The meeting recessed at 6:43 p.m.

MINUTES OF BOARD OF DIRECTORS MEETING, 11 MAY 2005, 6:44 P.M.

Attendance: Barry D. Andelman, Richard Arena, John Hostage, Ernest Loewenstein, Fred R. Moore and Barry M. Steinberg.

The following officers were elected:

PRESIDENT	Fred R. Moore
VICE PRESIDENTS	Romin Koebel Richard Arena
TREASURER	John Hostage
CLERK	Barry M. Steinberg

The meeting adjourned at 6:45 p.m.

Respectfully submitted,

BARRY M. STEINBERG
Clerk

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3. The Annual General Meeting reconvened:
4. Officers' Reports
 - A. Treasurer's Report (John Hostage):

B. Clerk (Barry M. Steinberg):

We have amassed a library of APT minutes, which reflect APT policy statements as well as Association business. We also attend and on behalf of APT take minutes for Move Mass., which is an influential organization devoted to transportation and land use forums. If APT had not taken minutes, there would be none for this group. We also attend other official and non-official meetings and submit opinion statements, verbal and written, in support of APT policies.

Members of APT have had letters to the editor and statements printed by the Boston Globe, the Boston Herald, The Patriot Ledger and local newspapers. We have also supported local residents at transit meetings in Uphams Corner, Fields Corner, Ashmont, Mattapan and Somerville. We have been complimented on our transportation perspectives that complement those of local residents, consultants, academics and officials.

C. President's State of the Organization Address (Fred R. Moore):

5. Richard Arena introduced the featured speaker, the

Honorable Michael S. Dukakis:

System Derailed: How Massachusetts' Transportation Priorities Have Gone off Track.

Two of my graduate students told me I was going to the baseball game today. I do drive, [in fact Kitty wouldn't take transit to the baseball game, so instead we paid \$29 for parking, for which ride we could have spent 35¢ as senior citizens on the T.] The idea of tearing down and rebuilding Fenway Park is useless. But it is working on its own plan. There was a management team from outside the Commonwealth that said it could not be done; it could not be restored. But it has been done. When you see things happening, and your gut tells you something is wrong, you have to pay attention to it.

To quote President Harry S Truman: 'The only new thing in the world is the history you don't know'. History is important. The history: We came out of World War II. For five years, no autos had been built, gasoline was rationed. We got out of the Great Depression by the War, and deficit spending that got people back to work. We won the war. Many people thought we would return to the Depression. In 1946 and 1947, there was a mild recession, but not a depression. People saw seven-room houses in Levittown; mortgages with 4% to 4½%. The first Studebaker arrived in the neighborhood, followed by a Kaiser and a Frazer. 'I want one of those'. Not surprisingly, we had to build highways. We created the Master Highway Plan. Neighborhoods were areas to run a highway through. People wanted to pave over the victory gardens in the Fens for parking for Fenway Park.

John E. Powers stopped this. They wanted to ram a Storrow Drive type highway along the fens. Chubb Peabody as Governor was picketed by his own mother. Some of us planned six- to eight-lane highways into the City. To keep it running, we'd have the Inner Belt: Eight lanes elevated. This was the planning orthodoxy of the 1960s.

Transit was a basket case. Nothing was being investing in the MTA, which was limited to fourteen cities and towns. We abandoned commuter rail south of Boston when we built the Central Artery. My gut and the gut of my colleagues said something was wrong with this.

Jack Shelley got elected mayor of San Francisco. He halted a 6- to 8-lane highway through downtown. Half of it got built. When he got elected, he said we are not going any farther. The Embarcadero sat there for years until the Good Lord in His wisdom tore it down. They put a trolley line in its place with vintage trolleys. We have to wait for the bright orange trolley that says MTA going by and ride it. This is not just a tourist line. People ride it as part of the transit system.

Washington, D.C.: President Kennedy saw ideas to build a highway down the Mall.

But maybe we're not so crazy. Maybe we ought to review this. You'll destroy the transit system.

In 1964, someone said there is this Italian kid, Fred Salvucci. He provided a rationale for my gut reactions. Frank Sargent was elected Governor. He was a highway builder, but he went very far in stopping it. I went the rest of the way when I defeated him.

The Boston Transportation Planning Review (under Governor Sargent) found we cannot build a new highway inside the Route 128 belt. There were no connections.

We will begin investing inside Route 128 in a first rate commuter rail system. That's the vision we implemented. I think we did pretty well. We decided to build the Big Dig. There was a meeting at Jacob Wirth's Restaurant in 1971. Jack Reynolds advocated the Big Dig. His idea, **slurry walls**.

What is the next chapter is the Romney Administration's transportation plan. I read all 400-odd pages. It's everything, and it's nothing: Everyone's project is in it, but no timelines and no dollars. The two major projects are the Sagamore Bridge project (\$60 to \$70 million). That much money would get you by rail to Hyannis. In four or five years, this project will be full. The other project is an additional lane on Route 128. What place does it take—for \$230 million—in the transportation plan? Nothing.

My vision: This is an evolving thing. We took dramatic steps and they worked. They were almost too successful. The cost of housing has gone too high.

MY VISION: A strong commitment to the older urban communities in the state as growth communities, each linked to the capital city by rail. Because the highways aren't working and won't. That kind of regional rail system will open up new housing and make them attractive.

- Brockton to downtown Boston in twenty-five minutes by commuter rail.
- Lowell's success: We spent a lot of money on Lowell. In 1975, Lowell was dying. It involved a quarter of a billion dollars in investment. But the rail connection to Lowell is critical.
- Springfield: It is dying because of a lack of a railroad passenger connection to there.
- Lynn. It is twenty minutes by commuter rail to Lynn. Extend the Blue Line? It would take an hour to get there. We should be looking at new diesel multiple unit (DMU) cars by Colorado Rail Company. Run them all the way to Lynn. It's much cheaper than a Blue Line extension.
- Fitchburg. It is very distressing. Downtown is dead again. It is a one-hour forty-minute commuter rail ride to Boston—for 45 miles. It would take \$30 to \$50 million to make it double track.
- New Bedford and Fall River desperately need commuter rail. But they aren't going to make it on Route 24.

We can do the whole commuter rail thing for \$1 billion. With one exception: It is absurd to have a regional rail system that goes into Boston, turns around and goes back again. We must have the North-South Rail Link. It is possible to transfer via the Orange Line from North Station to Back Bay, but this does not make a first class regional rail system.

There is no reason we can't be running our Northeast Corridor system to Portland. It would take 60,000 cars off the road every day. You could run through service all day.

The building of this regional rail system should be the most important transportation project. Why aren't we doing this? This goes beyond Boston and just Massachusetts.

A 'plan' that has every possible project under the sun without a timeline and without dollars is ridiculous. They are talking about widening Route 3 toward the Cape! But it would cost only \$60 million to extend rail to Hyannis.

We should be working with Mayor Ryan of Springfield.

We are wallowing around on these projects. A bus tunnel under the city costs \$1 billion—to give the people of Roxbury a one-seat ride to the Airport. But Senator Wilkerson says her constituency wants to go downtown, not to the Airport.

There was a Globe editorial about the Urban Ring. Phase I of the Ring makes no sense. Forget about it and go to Phase III. But do a \$1 billion tunnel under the Longwood Medical Center? This makes no sense. The answer is to work with the City of Boston and the Medical District, and extend it to Huntington Avenue. But they don't think about it. This would be expansion for the benefit of the people of Roxbury.

We should work as soon as possible to build the Big Dig mitigation commitments. The Blue-Red connection makes sense. But we didn't do it because the Beacon Hill people don't want it.

The Fisher Hill people in Newton didn't want the Riverside Line, but now they ride it.

Our priority should be to build a first class regional rail system without a break in the middle—for the cost of the Silver Line tunnel and the Urban Ring.

We need focus and a sense of priorities.

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Questions and Answers.

Q What are the possibilities for the future of Amtrak?

A If John Kerry had been elected, we would have had an advocate of rail transit in office.

I don't know what happened to Norm Mineta—He is way out somewhere with this plan to privatize long distance passenger railroad service. A system of regional authorities. What if there is a state without support? We will run through there with closed doors. We should have one carrier.

[Re the previous commuter rail contract bidding for the MBTA commuter rail service]: David Gunn cannot get insurance for commuter rail service. There were three bids:

- James O'Leary, [the former MBTA general manager and his consortium].
- Herzog, but with no insurance.
- Guilford Rail System, formerly the Boston & Maine.

Herzog's bid was thrown out. We were running the service for \$135 million. Guilford bid \$400 million! Amtrak lost the bid by \$45 million.

The Administration's plan is whacko. Until we have a President who understands the need for a first class national rail passenger system, we'll still be floundering.

The rails are there. We can make a \$3 to \$4 billion investment per year in the rail passenger infrastructure.

Q What about getting the Federal Railroad Administration to accept European rail equipment standards?

A Someone came out with the notion that since there is some freight traffic in the Northeast Corridor, the decision to require the equipment be twice as heavy as the off-the-shelf system.

In 1989, Amtrak tested a Talgo train between New York and Boston: We did it in less than three hours on existing track. But it is not a high platform vehicle.

The Acela is a whole new vehicle. We couldn't buy off-the-shelf equipment. Mineta should review this.

Q About New Bedford and Fall River passenger service, how can we push this?

A Make it a priority. Dump the Silver Line tunnel. The New Starts Program would give us 50% reimbursement from the feds.

Q On the bill [H2141 and H2243 to save the right of way of the North-South Rail Link from encroachment].

A The project, the NSRL, is in the concept of a fundamental national project. We want to make sure no one puts an apartment building in the approaches.

Q Why have the Red Line and the Orange Line not reached Route 128?

A The people of Arlington did not want it. There was concern that 'some of those people' would come in. It was a terrible mistake.

Meanwhile, we acquired the whole commuter rail system for \$35 million *for the entire commuter rail system of Boston*.

After we decided to kill the Interstate and use the money for commuter rail. In those days, you couldn't bust the highway trust fund. But this was the first crack in the system, under Tip O'Neill.

Q What about rail freight?

A In 1975, I joined the New England Governors' Conference. I became Chairman of the Environment Committee. I said we should give each governor some money for their states' projects, but the rest should be spend on helping the freight railroads modernize.

Boston to Springfield is the prime railroad freight route in the State, owned by CSX, the second worst railroad in the country (The Union Pacific is the worst.). I have no problem with cooperation, with joint development. Double track is essential.

Q What about the Urban Ring?

A If we had all the money in the world, it would not be a bad project. Look at the state of infrastructure: Bridges are rusting all over the state. There are bridges that haven't been painted since I was Governor. But yet, we don't have all the money in the world. To make the best use of limited transportation resources, commuter rail is essential.

Q How do we get people interested in public transportation and get them out of their cars?

A By providing a first class transit system.

We experience transportation southern California style. There have been shootings of people on their highways, but not here. The congestion in itself would provide the impetus.

Fred Moore, there is nothing you can do about Route 1 to Saugus. When you build a highway and line it with development, it is going to become stop-and-go again.

Einstein's definition of insanity is doing the same thing time in and time out and hoping for a new result.

Anyone who thinks the commuter rail riders are rich doesn't ride commuter rail. A first class commuter rail system and first class public transportation will unify everyone.

We have to build a coalition, the same coalition that we did to fight off the highway.

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Photo courtesy of Frank Dimasi.

Above: Fred Moore on behalf of APT presented Gov. Dukakis with a model of a Boston PCC in traction orange.

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6. The meeting adjourned 8:25 p.m.

Respectfully submitted,

BARRY M. STEINBERG
Clerk