

MASS. TRANSIT NEWS

Newsletter of the Association for Public Transportation, Inc

Richard J. Arena, President

www.car-free.com

Ernest V. Loewenstein, Editor

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APT Elects a New President

The Board of Directors of The Association for Public Transportation, Inc ("APT") elected Richard J. Arena president of the organization at a special meeting of the Board of Directors on February 27, 2006. He has been on the APT's Board for three years, and most recently served as Vice-President.

Mr. Arena is a serial entrepreneur who has founded several high technology companies in the telecommunications and broadband internet markets. He holds a bachelors degree in engineering from Cornell University and an MBA from Boston University. He has been a consultant for the US Department of Transportation, has been employed in management positions by Motorola and Texas Instruments and is a member of the Mass Technology Leadership Council.



Richard J. Arena

Mr. Arena is a member of the National Association Railroad Passengers (NARP), the North-South Rail Link (NSRL) Task Force, the Sierra Club Transportation Committee, and is an advisor to the National Corridors Initiative.

What is the Association for Public Transportation?

The Association for Public Transportation is a Massachusetts-based non-profit organization that works for improved and expanded public transportation in Boston and New England. Founded in 1973, APT is the only advocacy organization dedicated to promoting region-wide public transportation for environmental, equity, and efficiency reasons.

The organization's monthly meetings provide a forum for the discussion of current transportation problems and prospects. Since 1977, APT's indis-

pensable guide to transit, Car-Free in Boston®, has been used by hundreds of thousands of people to navigate the Greater Boston area.

APT Annual Meeting

Wed. May24, 2006, 7:15 PM
Harvard Club, Back Bay,
374 Commonwealth Avenue
Boston. MA

Featured speaker is David Gunn, former Amtrak president and CEO speaking on "The Future of Intercity Passenger Rail in America." Mr. Gunn has been in senior management at New York City's MTA where he cleaned up graffiti and dirty cars to bring riders back to a system that had fallen into disrepute. He is the former Director of Operations at the MBTA. Mr. Gunn has unique appreciation of the challenges facing passenger rail both locally and nationally. He holds Bachelors and Masters degrees from Harvard College and Harvard Business School, respectively.

APT members receive discounted admission. Sign up in advance and save \$10. For more information go to the APT website www.car-free.com (Don't overlook the hyphen) and download a registration form. You can also register by sending a check for \$45 (non members) or \$30 (members) before May 22 to APT, PO Box 51029, Boston 02205. Write "Annual Meeting" on the memo line.



David Gunn

Alphabet Soup Quiz

What does RTAC stand for? APT sends a voting representative to their meetings.

(Answer on page 2)

Meet Your Officers

Barry Steinberg -- Board member and Recording Secretary

Barry Steinberg has had a long, productive connection with APT. As a Board member, he was Chairman of the Issues Committee, and organized a continuing effort to consider the wide range of transit issues of the day. He led the Committee in



Barry Steinberg

formulating position papers for Board approval as well as letters on transit issues. He has also been a member of other APT committees.

His stint as elected Clerk (i.e. Corporate Secretary) has been one of expanding responsibilities. In addition to taking minutes of APT Board meetings, he made these minutes into a chronicle of APT work, to give

the reader a flavor of the proceedings. These minutes are now available through the APT web site.

Barry has been attending meetings of Move Massachusetts and is the unofficial "note-taker" for these meetings. If not for Barry, there would be no written record of them. In addition, Barry has taken minutes for selected other meetings, private and official, and made them available for our members and readers. These notes often provide in depth discussions of transit and of land use topics.

Red-Blue Line Connector

The mitigation agreement between the Commonwealth and Conservation Law Foundation (CLF) negotiated during the late 1980's prior to the beginning of the Big Dig requires a direct connection between the Red and Blue lines. Douglas Foy, who in 2003 joined the Romney administration as Chief of the Office for Commonwealth Development, negotiated the agreement. In that capacity he recently announced that some of the mitigation projects would be abandoned in favor of other projects that are more appropriate to the present time. (Editor's note - Foy has recently resigned his position in the administration). The MBTA has evaded the Red-Blue connector and has recently announced that it is no longer needed because the Silver Line serves Logan Airport and it has a connection to the Red Line. CLF has filed suit to require that the agreed proj-

ects be implemented citing the Clean Air Act and Partners Health Care which owns Mass General Hospital has indicated intent to do likewise. Mass General is located near the Charles station of the Red Line. The hospital asserts that they have made investments in, among other things, the rebuilding of Charles station in anticipation of the completion of the promised connector.

The state as defendant claimed in federal district court that the suit should not go forward because the implementation date is December 31, 2011, which has not yet been reached. Judge Nancy Gertner was not impressed, stating that there is no planning process in place at present and such process necessarily precedes completion of a project by many years. The absence of any planning is sufficient, she said in her decision, to allow the suit to proceed.

On another front in this issue, the state Department of Environmental Protection is required to rule on the substitutions that the Governor and the T want to make for the promised connector. APT has written to the Department making, among other things, the point that "There should be no substitutions for the mandated mitigation measures. New programs can certainly be added, but the promised projects must remain." The letter goes on to remind the Department that compliance with the Clean Air Act is their responsibility and under this rubric the Department can order the MBTA to comply with the agreement.

Alphabet Soup

RTAC is the Regional Transportation Advisory Council, an independent group of citizens and officials charged with providing public input on transportation planning to the Boston Metropolitan Planning Organization. To find out more go to www.bostonmpo.org, and scroll down to "How to Get Involved" The Regional Transportation Advisory Council is the first item.

Automatic Fare Collection

Recently APT-Secretary Barry Steinberg wrote the "T" General Manager, Daniel Grabauskas on MBTA fare structure and policies, with particular reference to the T's automated fare collection (AFC). In a letter dated February 15, 2006, the General Manager expressed his appreciation in APT's interest in the "T's" Automated Fare Collection (AFC) or "Charlie" project." The General Manager wrote, "We firmly

believe this new system is a significant part of our drive to improve customer service at the MBTA." Among other benefits of the new fare collection system, the GM pointed out, is that a more rational distance based fare system can be implemented.

Silver Line Phase III

Phase III of the Silver Line is a tunnel to be built under the Boston Common to link the two existing parts of this system which the MBTA calls bus rapid transit. The Silver Line is a bus line that has been developed as substitute service for the elevated Orange Line that formerly ran above Washington Street. Phase I runs from Dudley Square to Downtown Crossing. Phase II runs from South Station to Logan Airport, partly in its own tunnel and partly in the Ted Williams Tunnel along with regular traffic.

A part of the APT Framework for Advocacy reads "APT will continue to oppose the use of the term 'Rapid Transit' for service that is anything but that." Rapid transit requires a grade separated right of way, prepayment stations and a reliable schedule.

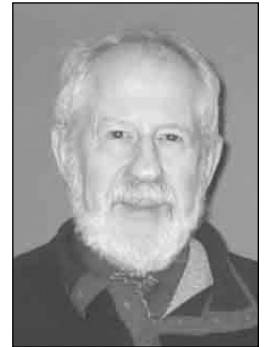
In the adjacent column is a letter to the editor by Board member Ernest Loewenstein that was published in the Boston Herald laying out APT's objections.

Letter to the Editor appeared in the Boston Herald:

The Silver Line Phase III that was loudly announced on March 10 has been portrayed by the MBTA as a link between parts of a rapid transit line called the

Silver Line and touted as "bus rapid transit." This is a bad plan and the phrase "rapid transit" has no meaning in connection with what is in reality merely bus service that runs on city streets in competition with traffic. There are no special stations*, there is no discernible schedule, and there is no grade separation, all of which are features of rapid transit. The fact that the federal government is complicit in this deceptive advertising does not make it a sensible plan.

The "Silver Line" has been foisted upon the Roxbury community as a substitute for the Orange Line on Washington Street that was demolished a decade ago with promises that there would be replacement service. Now this false replacement service is scheduled for a billion dollar upgrade with a tunnel downtown that will do nothing to improve the quality of service for Roxbury and which will cut off an existing tunnel that could be used to connect real (light rail) transit to the existing Green Line which makes the most popular transit connections in the MBTA system.



Ernest Loewenstein

The Association for Public Transportation is opposed to the construction of this costly and useless tunnel. We call instead for expenditure of the funds on building of a light rail system along Washington Street so that residents can have a single-seat ride to the destinations in downtown Boston where there are jobs, shopping and entertainment.

Ernest Loewenstein, Member, APT Board of Directors

**[editor's note - editorial misprint on part of Herald; not in submission by E. Loewenstein]*



APT Annual Meeting Registration Form with keynote speaker David Gunn. May 24, 2006, 7:15 PM at Back Bay Harvard Club

Names: _____
 Street: _____ City: _____ State: __ Zip: _____
 E-Mail: _____ Tel: (____) _____

Registrations & Dues	Early Bird-by May 14		Advance -May 15 -22		On Site	Totals		
	Price	Qty	Price	Qty	Price	Qty	\$\$	
APT Member Registrations:	\$25.00	_____	\$30.00	_____	\$40.00		\$	
Non-Member Registrations:	\$40.00	_____	\$45.00	_____	\$55.00		\$	
APT Membership Dues:	Traditional: \$25.00 <input type="checkbox"/>		Donor: \$50.00 <input type="checkbox"/>		Donor: \$100.00 <input type="checkbox"/>		\$	
Total Registrations, Registration Payments & Dues Payments:								\$

Mail payment (checks only) to: **Association for Public Transportation; PO Box 51029; Boston, MA 02205**

For further details --- APT Hot-line: 617.482.0282 e-mail: apt@car-free.com www.car-free.com

>_Clip here & mail with check _-----_Clip here & mail with check_<

Please note that APT's Membership year ends on December 31. If you have not yet paid your dues for this year, either select the non-member registration rate or enclose your dues payment with the meeting registration. Donor members are entitled to special privileges, including the private reception with Mr. Gunn prior to the APT Annual Meeting.

For further details --- APT Hot-line: 617.482.0282 e-mail: apt@car-free.com www.car-free.com

<p>7:00 – 7:15 PM Donor Member Private Reception w/ Mr. Gunn</p> <p>7:15 – 7:45 PM Registration & Reception</p> <p>7:45 – 8:05 PM APT Annual Business Meeting</p> <p>8:05 – 8:15 PM North-South Rail Link Discussion</p> <p>8:15 – 8:45 PM Mr. Gunn's Presentation</p> <p>8:45 – 9:15 PM Networking</p>	<p>Harvard Club Back Bay</p> <p>374 Commonwealth Ave</p> <p>Boston, MA 02215</p>	<p>Date Wed May 24, 2006, 7:15 PM</p> <p>Site</p>
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Meeting Agenda

Future of Intercity Passenger Rail in America

Don't miss the APT Annual Meeting with keynote speaker, David Gunn, who will discuss the



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P.O. Box 51029
Boston, MA 02205