



# Association for Public Transportation, Inc

P.O. Box 51029  
Boston, MA 02205-1029

617.482.0282

e-mail: apt@car-free.com

www.car-free.com

## **MINUTES OF BOARD OF DIRECTORS MEETING**

**10 September 2003**

**6 p.m.**

Attendance: Fred R. Moore (presiding), John Hostage, Romin Koebel, Ernest V. Loewenstein, Carolyn Mieth, Barry M. Steinberg

Guests: Barry Andelman, Madeleine Noland, Kate Wall

1. Minutes of the previous meeting (13 Aug. 2003) were approved.

2. Officers' Reports.

A. Barry Steinberg gave a rundown on the MBTA fare increase hearings and APT responses. Comment by Ernest Loewenstein: The T has to charge what it costs them. If there is an equity issue, there are social services agencies that deal with equity issues. These could buy T passes and make them available.

B. Romin Koebel participated in a Regional Transportation Advisory Council (RTAC) harbor trip. There was conversation about seamlessness of travel between Boston and Hull.

There is also a reconnaissance program by the Central Transportation Planning Staff (CTPS) as part of the UPWP program: If a group sees a problem, they can route a request via the the Metropolitan Area Planning Council (MAPC) to have the CTPS study it. Question by Barry Steinberg: How do we get our proposed Hingham downtown station concept studied? Romin: When I was working in Hull, the first step we took was to go for approval by the local arm of the MAPC, which is the South Shore Coalition.

Fred: It is a little early in the state of our organization to attack an issue like this.

Romin went on the Central Artery trip and attended the Mayor's Task Force on its completion.

3. Meeting Structure (Fred).

We need to move things along at meetings. Current events should be presented that are relevant to our issues. We must complete our business items.

Barry Andelman: If something comes up from the officers' reports, we could appoint an ad hoc committee to issue a report.

4. Old Business

A. *Car-Free*® (Madeleine Noland, Rubel BikeMaps)

Fred wants promotional copies. Depending on the purpose, Rubel will give them to APT, but will limit the number to twenty copies per year, plus others on a case-to-case basis, e.g., if an event is coming up and APT wants to distribute copies to ten selectmen. We (APT) can **always** buy additional copies under the terms of the contract.

Interstate is trying to put the book through their *magazine* division. We learned from Interstate that Shaws and Stop & Shop are going to stock *Car-Free*.

We thought it would be great if all attendees of the Democratic National Convention received a copy of *Car-Free*.

Barry Steinberg had mentioned a book, *Anna Discovers the T*, but APT would have to get us (Rubel) a copy in order to consider republication.

**Motion** by Carolyn Mieth, seconded by Ernest Loewenstein, to pre-approve a list submitted by Rubel BikeMaps of proposed sponsors for a special Democratic National Convention edition of *Car-Free* in case Rubel can arrange their participation. Passed unanimously.

Further discussion: Should the list grow? What if someone else beyond those approved became a likely sponsor? The officers would be polled within 48 hours.

Barry Andelman: The list should not be limited to Boston-based organizations. Perhaps national organizations that might have a soft spot in their hearts for Boston.

For the purposes of non-profit organizations, they would do business with APT, contracting with Rubel BikeMaps.

**Motion** by John Hostage, seconded by Barry M. Steinberg, that APT authorizes Madeleine Noland or Andy Rubel to be our representatives to negotiate sale and/or sponsorship of *Car-Free* for the Convention for dealing with non-profit organizations. Passed unanimously.

*Car-Free* is now on Amazon.com. It is also now on sale at the Museum of Science. Many copies go through distributors, so we (Rubel) don't know who indeed is selling it.

Barry Andelman: If this works the way it should, the potential for our publication, *Car-Free*, is tremendous, which could again finance a staff person and maybe an office.

B. Membership in the Transportation Research Board (Romin).

Typically, transportation planning and engineering and consulting firms are members of the TRB. What is attractive to us is their committee structure. One can get active in their meetings. Each committee sponsors official sessions at their conventions. This is a means of giving us credibility.

Fred: We have to have the manpower for the local organizations before we get into national organizations.

The matter was further tabled.

#### 5. New Business.

A. Ernest Loewenstein asked if the organization can operate by consensus, rather than worrying about votes.

#### B. MBTA Fare Structure.

Fred's points: We oppose reductions in T service. If you have to raise the fares, do it. If indeed there is going to be a raise in fares, we should raise the question of equity. As an example, in Lynn, premium bus fares are charged for substandard service.

The forward funding mechanism of the T is fundamentally flawed. The T has to be sufficiently funded to fulfill its mission.

Carolyn suggested we ask the T to follow the policies of Chapter 161A of the Mass. General Laws, section II.

Fred and Romin will attend a meeting with Doug Foy and Michael Mulhern.

#### C. The issue of building and air rights, as it affects Porter Square.

Carolyn maintains that the proposed Porter Square development is illegal.

#### 6. The meeting adjourned 8:05 p.m.

Respectfully submitted,

BARRY M. STEINBERG

Clerk