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Dear Members and Friends of APT—

On behalf of the Officers and Board of APT, I would like to thank you for your continued support. We are a vibrant group of advocates, transportation experts, and commuters. Our aim is to ***ensure that transportation dollars are spent efficiently and wisely*** to increase public transportation, minimize congestion, positively impact the economy, protect the environment, and improve the quality of life for all.

These are challenging times for all transportation activists in Massachusetts and New England. The region desperately needs investment in ***strategic transportation infrastructure***, specifically in the area of ***higher speed rail***. Unfortunately, what is being proposed is more of the ***failed experiment known as Bus Rapid Transit (BRT)***. BRT is not rapid, it is not transit – it is a BUS. If you have any questions about BRT -- ask the commuters on the Washington Street Corridor if they are happy with the Silver BUS Line, versus its former Orange Line El. But despite the unmitigated failure of this project, the Executive Office of Transportation (EOT) is proposing more of the same – a ***billion dollar BUS tunnel (\$1,000,000,000)*** from Boylston Street to South Station that will be so ***slow and inconvenient*** that a commuter will be able to walk the distance faster!!

Another ***BRT*** project is also moving forward – ***the Urban Ring***. The current confusing configuration (which more accurately resembles an ***Urban “Pretzel”***) proposes articulated buses in traffic with other vehicles through some of the densest, most congested parts of Boston. The ***price tag is nearly three billion (\$3,000,000,000) for a project that will result in BRT buses gridlocked in traffic on all the 80-plus days the Red Sox play a home game***. BRT has even raised its ugly head as a substitute for an iron-clad commitment to revive South Coast rail.

APT has a better idea – building strategic transportation infrastructure. Such projects will solve the area’s congestion problems and restore the region’s luster as an attractive place to live and a cost-effective location to start a business. Two key projects are the ***North/South Rail Link (NSRL)*** to connect commuter rail networks and a ***comprehensive rail freight plan*** to allow double-stack freight from Albany to the Boston seaport. We also continue support for important local projects -- ***Green Line to Somerville, Blue/Red Connector, Arborway*** restoration, light rail on ***Washington St., Blue Line*** to Lynn, ***South Coast*** rail. And we persist in our call for ***major reform at the MBTA***, more comprehensive than proposed by the Transportation Finance Board.

APT will continue to do the things that you have come to expect. We will continue our interaction with the EOT and keep you apprised of what’s happening. We will continue to have interesting meetings with fascinating speakers like Michael Dukakis, David Gunn, and Robert Yaro. We will continue to publish ***Car-Free® in Boston***. And, most importantly, we will continue to fight for a first class transportation network for our region.

But to do these activities, we need your generous support. APT’s primary funding source is through your membership dues. As a 501(c)(3) corporation, dues payments are tax deductible as a charitable contribution. Regular dues start at only \$30 (\$15 for students and seniors). If possible, please contribute at the donor level.

I look forward to seeing you this spring at the APT Annual Meeting at the Harvard Club of Boston, if not sooner.

With warmest regards,

Richard J. Arena
President,
The Association for Public Transportation

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