



Association for Public Transportation, Inc

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

617.482.0282

e-mail: apt@car-free.com

www.assnforpublictransportation.org

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Dear Members and Friends of APT—

This has been a remarkable year for transportation advocates. The changing of the guard in Washington resulted in a \$9 billion investment in rail across America. Two **High Speed Rail (HSR)** projects in Florida and California, promising speeds in the 200+ mph range, have received initial federal funding. In Massachusetts, the critical **North/South Rail Link (NSRL)**, which will connect Boston's North and South Stations, is back in Amtrak's Master Plan. APT also continues to press our Senators and Congressmen to provide needed funds to make the NSRL project "shovel ready".

But, much must still be done. Massachusetts and New England fared poorly when HSR dollars were apportioned out. Frankly the submitted projects did not grade out well. The NSRL was not even submitted!! This is evolving into a dangerous situation for Mass. Unless and until the Commonwealth gets its act together on transportation (admittedly, having three Transportation Secretaries in as many years has not been helpful), vital federal investment will continue to go to other regions and states

The rules for the federal transportation funding have changed. With new HSR projects, states must have funding in place prior to receiving federal grants. That is why Greater Chicago, Florida, and California received the lion's share of this year's rail funds. Despite the massive reorganization of MassDOT, **Massachusetts is missing this critical funding requirement**, a deficiency APT will continue to address.

Nevertheless, APT had several significant accomplishments this past year. We were instrumental in putting a **dagger into the heart of Bus Rapid Transit (BRT)**. Our advocacy helped **kill the BRT Urban Ring** (which we had nicknamed the "Urban Pretzel") with its massive 60 foot articulated buses crawling through the crowded, congested streets of Greater Boston. Also, APT was one of the founders of the **New England Rail Coalition (NERC)**, which is actively supporting a regional rail network. And we continued our advocacy, in Massachusetts and Washington, for **strategic transportation infrastructure**. (The NSRL is a prime example of strategic infrastructure) Our mantra, "**All transportation projects move people and goods, strategic transportation projects move the economy**" has been heard and is getting traction.

Going forward, APT will continue its advocacy for public transportation and regional rail. Along these lines, APT will be working more closely with the **National Association of Railroad Passengers (NARP)** as our respective organizations strive for a more balanced, greener transportation network. Stay tuned for more details. But to continue these activities, we need your generous support. APT's primary funding source is through your membership dues. As a 501(c)(3) non-profit 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.

Please mail in your 2010 tax-deductible membership dues of \$30 today!!

We look forward to seeing you this **June 15th** at the **Downtown Harvard Club** in Boston for the **APT Annual Meeting** with special keynote speaker, **High Speed Rail guru, Gene Skoropowski**. Make your reservation now for this great event!

With warmest regards,

Richard J. Arena

Presidents, The Association for Public Transportation

Rev. Michael C. Cooper