



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

March 28, 2013

Secretary Richard A. Davey
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160
Boston, MA 02116

Dear Secretary Davey,

Thank you again for your leadership in putting forward a strong transportation proposal.

Thank you also for the openness and responsiveness of your agency in the conversation we have been having about how to improve the Green Line. MBTA staff has been extremely forthcoming and helpful to us in understanding the issues.

We are writing to summarize the concerns that we have heard and the ideas that have emerged. We hope that you will be able to respond and define some expectations for progress.

Rider concerns fall into the following broad categories:

- Speed — cut travel time, especially on the long above-ground B line segment.
- Frequency — more frequent service.
- Capacity — if tunnel congestion makes more frequent trains impossible, then longer trains in the rush hour.
- Transparency — publicly availability of train arrival time information.
- Accessibility — many stops and the cars generally could be more accessible.

Here are the ideas that came up in the conversations we have had.

Short term — 1 to 5 years, focus on speed, transparency and accessibility:

- Coordinate traffic signals with Boston and Brookline traffic officials to reduce above-ground travel times.
- Add tracking technology to support arrival time information for consumers.
- Discuss removal of closely-spaced above-ground stops, particularly along Commonwealth Avenue near BU.
- Complete Government Center station rehab for accessibility and respond to above-ground accessibility issues identified in the forum and on ongoing basis.
- Accelerate boarding procedures through all-door boarding — perhaps install rear-door fare collection boxes provided enforceability concerns can be addressed. This may be medium term.

Medium term — 5 to 10 years, focus on capacity and accessibility:

- Expand and upgrade fleet to allow rush hour three car trains, improve accessibility and streamline boarding procedures (fare collection at all doors, see above).
- Upgrade power systems to support three car trains (should this be shorter term?).
- Identify needs to upgrade stations to support 3 car trains on C and E lines.

- Fund accessibility upgrades for the remaining inaccessible Green Line subway stations; identify high-priority improvements in above-ground stations.
- Consider new track segments (side tracks to allow express trains to pass; connections between E and D lines) and new uses of existing track segments (inner loop at Park Street) that might speed travel.
- Consider possible frequency increases in off-hour service, depending on evolving demand and user satisfaction with train time transparency.
- Address safety concerns with train control technology — note that this technology may actually tend to force increased train spacing in the tunnel core and reduce capacity.

Long term — 10 years plus, build major new connections. Keep planning now to:

- Move the Urban Ring project forward addressing community concerns about bus traffic.
- Also possibly on the radar screen, the Blue to Red/Charles connector and a possible additional tunnel extending beyond Charles paralleling the existing core Green Line.

In addition, of course, we hope that you will be able to complete the planned northern extension of the Green Line.

Thank you very much for your consideration and we look forward to working with you to secure additional funding to support these initiatives as necessary.

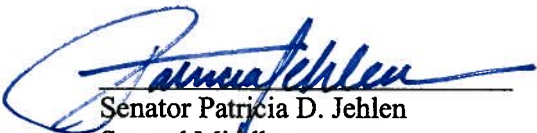
Respectfully,



Senator William N. Brownsberger
Second Suffolk and Middlesex



Senator Sonia Chang-Díaz
Second Suffolk



Senator Patricia D. Jehlen
Second Middlesex



Representative Sean Garballey
Twenty-third Middlesex



Representative Kevin G. Honan
Seventeenth Suffolk



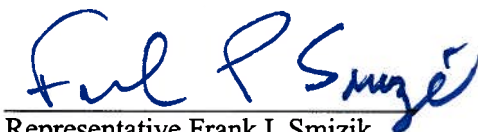
Representative Kay Khan
Eleventh Middlesex



Representative Denise Provost
Twenty-seventh Middlesex



Representative Carl M. Sciortino, Jr.
Thirty-fourth Middlesex



Representative Frank I. Smizik
Fifteenth Norfolk



Representative Timothy J. Toomey, Jr.
Twenty-sixth Middlesex