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The 2008 PMT will focus on improving transit capacity and bringing the MBTA's extensive capital assets into a state of good repair, in order to make service more reliable, convenient, accessible, and safe/secure.

Improving Mobility in the Boston Region

Over the next 15 to 18 months, the MBTA will be seeking input from the public as it develops its long-range planning document, the Program for Mass Transportation (PMT). The PMT outlines a 25-year vision for the Boston region's public transit system, the fifth-largest transit system in the United States, serving 175 municipalities. In the process of developing this document, the MBTA—with your help—aims to identify and prioritize capital investments that will improve the performance of the transit system and keep it in a state of good repair.

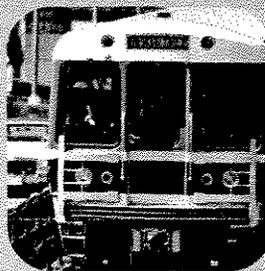
Under its enabling legislation, the MBTA is required to update the PMT every five years. This requirement provides the MBTA with the opportunity to revisit the long-range vision and goals for the transit system, as well as the specific projects that are selected to achieve them. It also provides you, as an MBTA customer, with an important opportunity to provide your input.

As a fiscally unconstrained plan, the PMT is the foundation for transit planning in the region. The PMT identifies the universe of transit projects that the Boston Region Metropolitan Planning Organization considers for inclusion in its long-range Regional Transportation

Plan (RTP), a 25-year plan for highway and transit projects in the region, and its Transportation Improvement Program, a shorter-term document for implementing RTP projects. The PMT also defines the pipeline of projects that feed into the MBTA's Capital Investment Program (CIP), which is prepared annually and sets the timeline for implementing transit projects.

Historically, the PMT has focused primarily on the identification and evaluation of potential transit expansion projects. However, the MBTA is currently facing a \$2.7 billion backlog of maintenance projects that must be addressed to bring the system into a state of good repair and to provide users with reliable, convenient, accessible, and safe/secure transit services. The 2008 PMT will, therefore, also strongly emphasize system preservation projects.

A transit system that provides quality transportation options is crucial for its users and for economic growth and development in the Boston metropolitan area. The MBTA looks forward to hearing your ideas and suggestions for improving mobility in the region.



HEAVY RAIL

Red, Orange, and Blue Lines
 408 cars, 53 stations,
 79 miles of track



LIGHT RAIL

Green Line and Mattapan High Speed Line
 209 cars, 78 stations/stops,
 46 miles of track



COMMUTER RAIL

13 lines (north and south),
 410 coaches, 80 locomotives,
 131 stations, 600+ miles of track



WATER TRANSPORTATION

3 privately operated routes, 2 MBTA-owned boats, 2 MBTA-owned docks



BUS AND TRACKLESS TROLLEY

180+ routes, 7,800+ signed stops,
 942 vehicles, 8 stations

BUS RAPID TRANSIT

Silver Line Washington Street and Waterfront
 12 new stations, dedicated bus lane,
 49 articulated vehicles

MAINTENANCE FACILITIES

4 heavy rail, 4 light rail, 3 commuter rail, 9 bus, 17 general service

BRIDGES

285 commuter rail, 58 rapid transit,
 86 highway, 44 pedestrian;
 610 commuter rail culverts

POWER

165+ substations, 3 million feet of cable, 54 low-voltage switchgears, 390 switch heaters, overhead contact systems, etc.

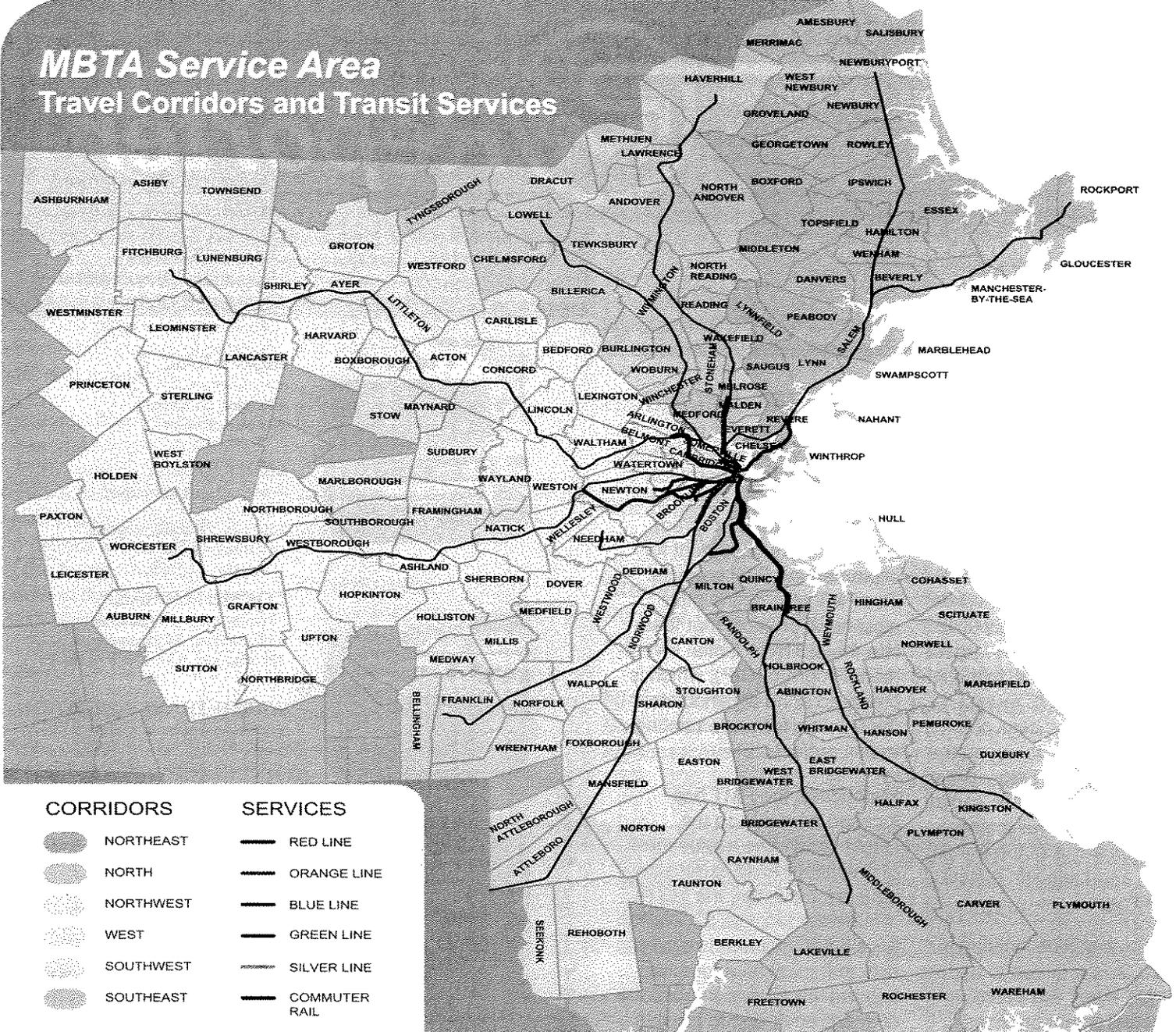
SIGNALS

419 switches, 1,060 signals, 134 train approach lights, 480 miles of signalized track, 190 miles of aerial pole line, 200 grade crossings with automatic protection equipment, etc.

MBTA Capital Assets

MBTA Service Area

Travel Corridors and Transit Services



Solving Mobility Problems

During late spring and early summer, the MBTA will host five public workshops around the region to gain input about the challenges that MBTA customers currently experience when using the transit system and to gauge future travel needs. This information will be used to develop strategies and policies for addressing current and anticipated mobility problems in the region. Each workshop will focus on one

or more travel corridors in the MBTA service area.

The MBTA system is laid out in a "hub-and-spokes" fashion: rapid transit, commuter rail, express bus, and boat routes fan out from Boston's urban core to the suburbs. Local bus service feeds into this network.

Many MBTA customers regularly travel along one "spoke" or corridor of the system. Your input at the public workshops will help the MBTA to uncover root mobility problems specific to the mix of services in each

corridor, as well as across corridors.

In addition to the public workshops, information on the PMT website will enable you to access a "virtual workshop" anytime and submit your comments about mobility problems online (www.bostonmpo.org/pmt.htm).

After the workshops are completed, the MBTA will develop project proposals to resolve the mobility problems. In some cases, these projects will bring existing vehicles, facilities,

infrastructure, and equipment into a state of good repair or maintain them at a normal replacement rate. In other cases, the projects will enhance or expand the existing system to meet current and evolving mobility needs.

Your participation in this process will help the MBTA develop long-term solutions that will improve your mobility and make your transit experiences more enjoyable. These solutions will be documented in a draft PMT that will be reviewed by the public.

Public Workshops

The MBTA invites you to attend the following public workshops and discuss your transit needs:

Southeast Corridor

Tuesday, May 22

6:00–8:00 PM

Thayer Public Library
798 Washington Street,
Braintree
Kingston/Plymouth and
Middleborough/Lakeville com-
muter rail lines or Red Line to
Braintree Station; Bus Routes
230 and 236

Northeast and North Corridors

Wednesday, June 13

6:00–8:00 PM

Beebe Library
345 Main Street, Wakefield
Haverhill commuter rail
line to Wakefield Station;
Bus Routes 136 and 137

Southwest and Urban Core Corridors

Thursday, June 14

5:30–7:30 PM

Dudley Branch Library
65 Warren Street, Roxbury
Silver Line Washington Street
to Dudley Station; Bus Routes
1, 8, 15, 23, 28, 41, 42, 44, 45,
47, and 66

Northwest Corridor

Tuesday, June 19

6:00–8:00 PM

Cambridge Senior Center
806 Massachusetts Avenue,
Cambridge
Red Line to Central Station;
Bus Routes 1, 47, 64, 70, 83,
91, and CT1

West Corridor

Thursday, June 21

5:30–7:30 PM

Newton City Hall
War Memorial Auditorium
1000 Commonwealth Avenue,
Newton
Bus Route 59

Circumferential

Issues may be discussed at
all corridor meetings.

Questions?

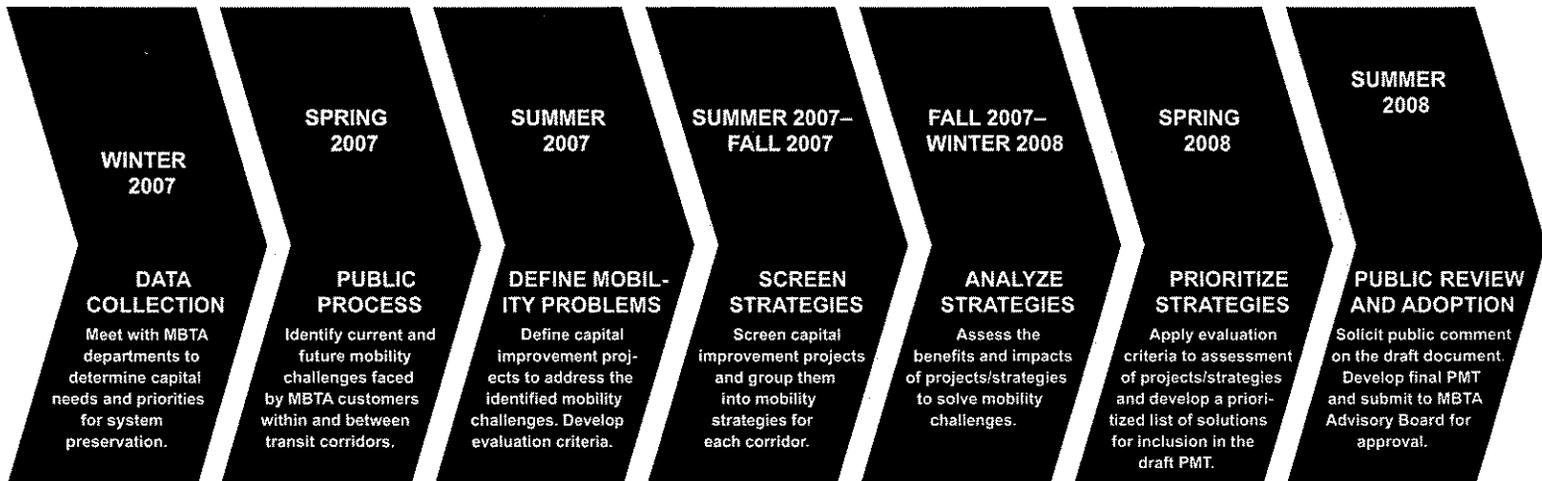
Contact:

Joe Cosgrove
Director of Development,
MBTA, jcosgrove@mbta.com

Elizabeth Moore

Principal Transportation
Planner, CTPS,
emoore@ctps.org

PMT Project Timeline



CUT ALONG THE FOLD AND MAIL YOUR COMMENTS TO: CENTRAL TRANSPORTATION PLANNING STAFF, ATTN: PMT, 10 PARK PLAZA, SUITE 2150, BOSTON, MA 02116

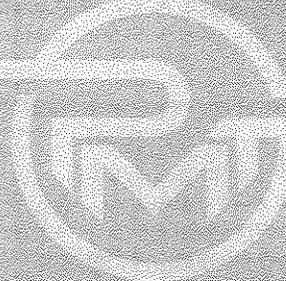
PROGRAM FOR MASS TRANSPORTATION COMMENT CARD:

The MBTA would like you to help us identify mobility gaps and challenges that you currently face or anticipate facing over the next 25 years. After the mobility problems have been defined, the MBTA will develop strategies to solve them by identifying capital improvement projects for each corridor.

CHECK THE CORRIDOR(S) YOU WISH TO COMMENT ON

- NORTHEAST
- NORTH
- NORTHWEST
- WEST
- SOUTHWEST
- SOUTHEAST
- CIRCUMFERENTIAL
- URBAN CORE

PLEASE STATE THE MOBILITY GAP/CHALLENGE YOU WOULD LIKE TO HAVE ADDRESSED BY THE 2008 PMT



MAY WE CONTACT YOU FOR FURTHER INFORMATION? YES NO WOULD YOU LIKE TO BE ADDED TO OUR FREE PMT LISTSERVE? YES NO

NAME:

MAILING ADDRESS:

E-MAIL:

YOU CAN ALSO SUBMIT COMMENTS ON THE PMT WEBSITE (WWW.CTPS.ORG/PMTHM)

PMT Stakeholder Advisory Committee Formed

The MBTA has established a PMT Stakeholder Advisory Committee that will advise the T as it develops the 2008 document. The members include representatives from key agencies/organizations, municipalities, transportation advocacy groups, businesses, community development interests, and academia.

The committee's kickoff meeting was held on April 2, 2007, and its second on April 27. Subsequent meetings throughout the course of the project will occur at noon on the fourth Thursday of the month in the Boston Region MPO Conference Room at 10 Park Plaza, Suite 2150, Boston.

The committee will provide input on a variety of topics, including the PMT vision, goals,

and objectives. It will also help the MBTA to identify the mobility challenges that customers will face over the next 25 years and to define potential transit strategies for addressing these challenges.

PMT Stakeholder Advisory Committee members include:

Christi Apicella
Medical Academic and Scientific Community Organization, Inc.

Philip Beaulieu
Access Advisory Committee to the MBTA

Kay Carson
MassRIDES

David Cash
Executive Office of Environmental Affairs

Richard Creem
Town of Needham

Vineet Gupta
Boston Transportation Department

T. J. Hellmann
Chelsea Collaborative

F. Dore Hunter
Town of Acton

Gail Latimore
Codman Square Neighborhood Development Corporation

Barbara Lucas
Metropolitan Area Planning Council

Thomas Nally
A Better City

Steven Olanoff
Regional Transportation Advisory Committee

Richard Page
Blue Cross Blue Shield of Massachusetts

Aditi Pain
University of Massachusetts Boston

Paul Regan
MBTA Advisory Board

Jeffrey Rosenblum
Livable Streets Alliance

Mark Siegenthaler
Department of Housing and Community Development

Clodagh Stoker-Long
City of Medford

Karen Wepsic
MBTA Rider Oversight Committee

Nigel Wilson
Massachusetts Institute of Technology

Stephen Woelfel
Katherine Fichter
Executive Office of Transportation and Public Works

Deval L. Patrick
Governor

Timothy P. Murray
Lieutenant Governor

Bernard Cohen
Secretary of Transportation and Public Works

Daniel A. Grabauskas
General Manager, MBTA

CUT ALONG THE FOLD AND MAIL YOUR COMMENTS TO: CENTRAL TRANSPORTATION PLANNING STAFF, ATTN: PMT, 10 PARK PLAZA, SUITE 2150, BOSTON, MA 02116

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Boston, MA 02116**

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