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Boston, MA 02115
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February 12, 2009

Malek Al-Khatib
Chair, Regional Transportation Advisory Council
c/o Louis Berger Group
75 Second Avenue, Suite 700
Needham, MA 02494

Dear Malek:

It is my understanding that the Regional Transportation Advisory Council, which currently includes state and regional planning agencies, municipalities and several citizen and professional advocacy groups among its members, is seeking to add some additional community-based representation. I am writing to submit Fenway Community Development Corporation (CDC) as a strong candidate for membership, and Romin Koebel, a member of our board, as our representative.

The CDC is a 36-year-old community-based organization that builds and preserves affordable housing and champions local projects that engage our full community in enhancing the neighborhood's diversity and vitality. The Urban Village Plan is the CDC's vision for the neighborhood as a smart-growth-oriented community that welcomes the broadest spectrum of residents. The plan sets goals in five key areas, including access to public transportation and reduced vehicular traffic.

With the Urban Village Plan as our guide, we worked hard to maximize the benefits for the Fenway of plans for recent large-scale transportation proposals, including the Urban Ring and the Parcel 7 - Yawkey Station development in the West Fenway. We served as members of the citizens advisory committees for these projects, and will seek to have a similar influence on any future large projects in our community. We are also mindful of the regional impact of these projects, and believe we can help RTAC to ensure that regional transportation plans and project proposals emphasize the interests of communities and neighborhoods. Thank you for your consideration.

Sincerely yours,

A handwritten signature in black ink that reads "Carl Nagy-Koechlin". The signature is written in a cursive, flowing style.

Carl Nagy-Koechlin
Executive Director

Commonwealth of Massachusetts
Seaport Advisory Council (SAC)
40 Center Street
Fairhaven, MA 002719

August 6 2009

Mr. Malek Al-Khatib, Chairman
Regional Transportation Advisory Council
State Transportation Building
10 Park Plaza
Boston, MA 02116

Dear Chairman Malek Al-Khatib,

I would greatly appreciate it if you would look favorably upon my request to include the Seaport Advisory Council (SAC) as an active member to the Regional Transportation Advisory Council.

The Seaport Advisory Council established in 1995 under the Seaport Bond Bill and functions under the auspices of the Office of the Lieutenant Governor was created to enhance and improve all aspects of the seaport environment; to increase and enhance the economic and social viability of the cities and towns that make up Massachusetts's coastal region.

SAC is charged with coordinating and managing the funding, programming and economic assistance to local cities and town with an emphasis on the Designated Port Areas (DPA'S) because of their special position within the maritime community. Our work has involved the oversight and coordination of near shore, water plane and upland issue as well as specific redesign and development at the waters edge. Integrated economic and development programs that effectively capture and utilize intermodal transportation and innovative programming has been at the center of the funding which SAC has provided to the various town and cities. Since 2007 alone, SAC had provided more than 25 million dollars in funding to more than 40 towns and cities within the coastal region; much of which has been used to improve and promote growth including encouraging alternative transportation methods.

At present we are working with MIRAD and other state and federal agencies to reestablish and energize the concept of Short Sea Shipping within the context of the Marine Highway. This we know will begin to reduce our carbon foot print and

return big dividends to our environment by minimizing the amount of carbon being released into the atmosphere. We have integrated our work with rail and road projects to assure a comprehensive approach to all transportation programs and practices.

Seaport seek to be a part of the Transportation Advisory Council in order to have more direct input into the planning and decision making which most certainly will impact the work in which we are engaged. In addition we hope to have an opportunity to encourage and influence the work of the other agencies, organizations and programs which impact, interact with or make up the work of the Transportation Council

I strongly believe at SAC will be an asset to the important work of the Transportation Advisory Council and ask that you and your colleagues allow us the privilege of serving toward the greater good of the Commonwealth.

Respectfully submitted,

Louis A. Elisa, II
Executive Secretary
Seaport Advisory Council

August 5, 2009

Regional Transportation Advisory Committee
Members of the Membership Committee:
Laura Wiener (Chair),
John Businger,
Steven Rawding.

Dear Committee Members:

We are seeking membership in the Regional Transportation Advisory Council (RTAC).

We are an advocacy group focused on supporting initiatives that will bring greener, more efficient, passenger and rail freight projects to the Commonwealth, supporting the transportation needs of the public in general and the shippers and receivers of goods in particular.

With the increases focus on passenger rail, and the increasing awareness of the role rail transportation can play in opening up highway capacity with a smaller carbon footprint and efficient land use, our aim is to help create a broader constituency to support the overall rail renaissance.

Attached for your reference is background on the organization as well as a professional bio.

I appreciate your consideration and look forward to assisting RTAC achieve its very important mission.

Sincerely,

Richard E Flynn

Richard E. Flynn
Executive Director



EXECUTIVE DIRECTOR: Richard Flynn

The Eastern Massachusetts Freight Rail Coalition (EMFRC) is an independent body representing all modes of freight transportation open to private and public sector freight interests including shippers, carriers, terminal operators, freight forwarders, state and federal agencies, municipalities, nonprofit groups, and others with freight concerns who do business in Massachusetts (For a more detailed description of the EMFRC, see Appendix A). The primary objectives of the Coalition are:

- To educate each other and a broad spectrum of interested parties about issues that affect freight mobility in Massachusetts and the New England Region and the condition and the sustainability of its intermodal Class I, Regional, and Short Line railroad infrastructure.
- To advise the public agencies in Massachusetts and its congressional and state legislators about specific freight concerns, issues, and priorities and necessity for economic development.
- To identify and advocate for policies, regulations, and practices to improve the safety, efficiency, integration, and growth of the freight industry.
- To participate in the federal, state, and regional transportation planning and investment decision processes.
- To encourage all states in the region to work cooperatively to improve freight mobility.
- To improve communications between public and private interests, regarding mobility of people and goods, through the use of common technology and sharing of non-proprietary data.

Added information to be developed:

Describe the outreach process used to obtain input from the freight community and members and participants.

Describe the structure of the freight industry within Massachusetts. Include a summary of the freight network (rail, trucking, ports, airports, and intermodal facilities), a description of the link between the economy and freight logistics, an introduction to the process for improving the network, and presentation of recent freight flow data.

Documents the issues and concerns identified as part of the outreach effort, separated into overall categories.

Rank the issues and concerns into three levels of importance, high, medium, and low, based on the input received from the out- reach effort.

APPENDIX A:
EASTERN MASSACHUSETTS FREIGHT RAIL COALITION
MISSION and OBJECTIVES

Mission Statement

The Eastern Massachusetts Freight Rail Coalition (EMFRC) is an independent body representing all modes, open to all private sector freight interests including shippers, carriers, terminal operators, freight forwarders, and other freight concerns who do business in Massachusetts. The Coalition was formed to work in cooperation and collaboratively with various Commonwealth of Massachusetts agencies, the Executive Office of Transportation and other Planning Organizations, including RTAC. The members of the Coalition have come together for one common purpose:

"Provided a forum for discussion to build consensus among private sector freight interests in order to advise the public sector regarding policy and regulation issues as well as infrastructure investments that are needed to improve the safety, efficiency, and growth of the freight industry."

Primary Objectives

Eastern Massachusetts Freight Rail Coalition (EMFRC) primary objectives are:

- *To educate each other and a broad spectrum of interested parties about issues that affect freight mobility in Massachusetts and the New England Region and the condition and the sustainability of its intermodal Class I, Regional, and Short Line railroad infrastructure.*
- *To advise the public agencies in Massachusetts and its congressional and state legislators about specific freight concerns, issues, and priorities and necessity for economic development.*
- *To identify and advocate for policies, regulations, and practices to improve the safety, efficiency, integration, and growth of the freight industry.*
- *To participate in the federal, state, and regional transportation planning and investment decision processes.*
- *To encourage all states in the region to work cooperatively to improve freight mobility.*
- *To improve communications between public and private interests, regarding mobility of people and goods, through the use of common technology and sharing of non-proprietary data.*

The Eastern Massachusetts Freight Rail Coalition (EMFRC) has adopted a series of primary objectives to achieve its mission. The objectives are shown below with potential agenda items to be undertaken by the EMFRC.

Objective 1: *To educate each other and a broad spectrum of interested parties about issues that affect freight mobility in Massachusetts and the New England Region and the condition and the sustainability of its intermodal Class I, Regional, and Short Line railroad infrastructure*

1. Ensure that the **EMFRC** meetings are well-publicized and open to all freight concerns who do business in the Commonwealth.
2. Review the Transportation Bond Bills and the State Transportation Improvement Programs to become informed about all proposed state or federally funded transportation projects that may affect mobility in Massachusetts.
3. Invite transportation agencies and corporations to discuss their five year capital construction plans with the **EMFRC**.

- The discussion could include an explanation of the impacts of the commuter rail and highway construction programs on shippers and carriers as well as possible alternative routes that may be used while these projects are underway.
 - The agencies and corporations include private railroads as well as public agencies and others who are involved in planning or implementing transportation projects in Massachusetts.
4. Encourage public officials to participate in tours of various port, rail, and terminal operations to better understand the various types of businesses that are affected by decisions made by the state.

Objective 2: To advise public agencies in Massachusetts about specific freight concerns, issues, and priorities

1. Participate in organizations from all transportation modes to help recommend and monitor the plans of the Commonwealth of Massachusetts in developing a strategic outline for the effective and efficient movement of cargo throughout our region, through the optimum use of our varied resources.
2. Review specific major projects to ensure that the concerns of the freight community are addressed in the planning, design, and implementation of the projects.
3. Compile a list of the top transportation issues of concern to the freight industry in Massachusetts.

Objective 3: To identify and advocate for policies, regulations, and practices which would improve the safety, efficiency, and growth of the freight industry

1. Promote and assist with the development of a regional goods movement strategy to improve the transportation infrastructure.
2. Promote cooperation among various transportation officials in developing a regional freight movement system with continuous improvement to air, highway, port, and passenger and freight rail facilities and systems to ensure future growth for the region.
3. To advocate for the development and implementation of a superior transportation infrastructure funding mechanism (Transportation Infrastructure Fund) that will create opportunities for new and expanded business for the freight industry.

Objective 4: To participate in state and regional transportation planning and investment decision processes

1. Encourage the participation of freight interests in the programming of transportation improvements.
2. Provide a forum for an ongoing and open discussion of SAFETEA-LU and its successor.
3. Provide an open communication link between the public and private sectors regarding transportation issues.
4. Provide a critical evaluation of the policy elements of the statewide plan.
5. Review and comment on the project and policy elements of the regional transportation plans.
6. Review, comment and make recommendations during the development phase of the regional Transportation Improvement Program.

Richard E. Flynn

Richard E. Flynn has over 38 years of continuous experience in the railroad industry and is a subject-matter expert in rail transportation. Flynn has unique industry experience and deep knowledge of operations, service planning and supply chain dynamics related to the movement of rail shipments in North America. Flynn is Principal of NorthEast Logistics Systems, LLC, formed in 1999 and based in Framingham, Massachusetts. He has deep ties to transportation in the Northeast, traffic flows, operations and local economic impacts.

Previously, Flynn served as Chief Commercial Officer of IntelliTrans LLC, based in Atlanta, GA. IntelliTrans is a wholly-owned subsidiary of TransCore. TransCore, among other services, operates the Fast Lane Service for the Massachusetts Turnpike Authority. He also spent five years at Railinc, the rail industry-owned data network, first as a consultant and later as head of its commercial operations.

Additionally, Flynn spent 20+ years at Conrail, included eight years in Operations at the Beacon Park, Framingham and other New England terminals and a variety of operating and commercial positions at Conrail's headquarters in Philadelphia including Assistant to the President during the IPO/privatization in 1986-87. Most notably, he led the development of a rail planning applications that became design templates for systems in place today at many of the nation's rail carriers. He designed a system called "LAM" -- an acronym for Local Area Management, enabling local impacts to be assessed relative to their impact on the broader national network. The program received considerable industry acclaim, including feature articles in Traffic World and Railway Age and the subject of a favorable "best practices" opinion paper authored by two professors at Penn State University, School of Logistics Management.

As a private consultant, Flynn developed and marketed a proprietary service monitoring system called "Lane Manager", currently in the marketplace that enables deep diagnostics of service performance over specific rail corridors. Utilizing this proprietary software, he developed a collaborative proposal with the National Industrial Transportation League (NITL) and Penn State University to undertake a nationwide study to evaluate the effect of rail mergers on the national rail freight network. He was subsequently retained by the President of CSX Transportation to design, develop and implement a company-wide performance measurement process and provided on-site assistance to management during the Conrail Integration. He has also served as a member of the steering committee directing rail studies conducted by the Massachusetts Institute of Technology as part of his industry committee affiliations. His firm is currently under contract with IBM to provide rail subject-matter consultation on federal rail security programs.

Mr. Flynn holds a B.B.A. (Business and Finance), cum laude from the University of Massachusetts at Amherst and has attended a variety of university-based management development programs and professional certification programs. He is a member of the Council of Supply Chain Management Professionals (CSCMP), served as Vice Chairman, Technology Committee, American Short Line and Regional Railroad Association - Washington, DC and active member of the New England Railroad Club - Boston, MA and the Philadelphia Traffic Club. Mr. Flynn resides in Sudbury, MA and has offices in downtown Framingham, MA.