

Gentlemen:

WHEN IS YOUR SHARE OF THE MBTA

DEFICIT GOING TO BREAK YOUR FINANCIAL BACKS?

We apologize for the form letter, but the essence of time gives us no choice.

The reason for our letter is that Braintree faces a situation with the MBTA that affects each city and town within the MBTA. For if the MBTA has its way, it will cause an unwanted and unwarranted expenditure in Braintree in the amount of approximately 21 million dollars (their figure) for a station and the accompanying roadway construction. And your city or town will foot part of that bill.

I will endeavor to outline briefly the Braintree situation, but from the outset, please be aware that we are not trying to avoid a burden that will be shifted to another town, all we are trying to do is save our town and yours and the taxpayer some money.

Braintree, a town of approximately 37,000, many of whom work in the town, is located south of Boston, and at the very northern end of the town Routes 128 and 3 (Southeast Expressway) join and then continue south through the Town as Route 3. The MBTA proposes to place two stations in Braintree, one in the center of Town (we are for this one) and one at the Northern end of the Town, at the Quincy line. It is the North Braintree station that we oppose, that will cost 21 million. This North Braintree station will be located approximately one mile from the Braintree Center station and about three miles from the Quincy Square station (to the north). Thus there will be three MBTA stations within a four mile distance.

The MBTA attempts to justify the North Braintree station by claiming it provides access from the highways first mentioned. But the proposed station at Braintree Center is also adjacent to the same highways and already has some off-ramps to the station location. Thus to get to the Braintree Center station would require users to drive but one additional mile on the same major highway (Route 3), one mile less for those coming from the south.

As to the operating finances (after the 21 million is spent), the information provided is totally insufficient to ascertain anything concrete. But the financial history of the MBTA is rather clear to all.

This is another case of the MBTA deciding what they think is good for Braintree, over the opposition of the Board of Selectmen and the Planning Board.

But nothing they have stated can, in any way, justify the expenditure of 21 million dollars of your money and ours for this unnecessary extravaganza.

Gentlemen, we have fought within the MBTA hierarchy and have failed; now we seek your help. Because we believe that if the majority of the cities and towns within the MBTA will stand with us and oppose this unnecessary and unwanted station and its 21 million dollar price tag, we can stop it. And you then can truthfully say to your constituents that you saved their tax dollars. For if the MBTA is successful in this move, then each of your constituents will end up paying the bill for this white elephant.

Remember, this is not a burden which will be placed on others, this is an expense to be eliminated.

What can you do to help? Go on record with the MBTA as opposing this station. Have your MBTA representative state your opposition, make your legislators aware of the situation and of your position.

As this is a matter of concern to all cities and towns in the MBTA, don't let Braintree fight alone!

Thank you for your time and consideration.

Yours truly,

A handwritten signature in cursive script that reads "Richard F. Kerr".

Richard F. Kerr, Esq.
Chairman, Braintree Planning Board

RPK:gfk

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Communication from Richard F. Kerr, Esq.,
Chairman, Braintree Planning Board
requesting the Cambridge City Council to go
on record with the MBTA opposing the North
Braintree station

August 3, 1970

Placed on File -