

Littleton MBTA Commuter Rail Advisory Committee

Wednesday, March 24, 2010 Meeting *Draft Minutes*

The Littleton MBTA commuter rail advisory committee convened its meeting on Wednesday March 24, 2010 at 7 PM in Room 307 Littleton Town Offices. Members present were Keith Carroll, Bill Cole, Lori Grant, Ruth Liebowitz, Don MacIvar, Russ Mullen, and Steven Sussman; member absent: David Derrig. Also present were State Senator Jamie Eldridge, Paul Hadley (MBTA), Phil Brake (HNTB), John Mahony (Jacobs engineering), and Town Administrator Keith Bergman.

The Town Administrator welcomed Senator Eldridge, who updated the group on efforts to identify \$2-million in state or federal funding to acquire and develop the adjacent 8.6-acre Nordblom property for parking, and those efforts will continue. Senator Eldridge has worked closely with the Town of Acton on design issues at the South Acton commuter rail station.

Phil Brake of HNTB led a presentation on their 15% design plans for Littleton station, also showing large scale plans of a drop off area and parking option (involving the Nordblom property, if acquired, for $72 + 104 = 176$ spaces), and the satellite parking lot at Grimes Lane (where 20 of the 44 existing spaces there might be salvaged after all). Hard copies of the design plans were left with the Town Administrator's office.

Paul Hadley of MBTA indicated that it was very important for the Littleton station to be designed with a single center platform, rather than with two separate platforms on either side, as was now going to happen at the South Acton station. The single center platform is best from an operational standpoint for MBTA, and it would also be conducive for Littleton station to see the schedule of trains currently terminating in South Acton be extended by one stop to Littleton, where—for example-- an outbound train could reverse direction and go in-bound without having to change tracks.

[Currently there are out-bound trains from Boston arriving in South Acton at 8:24 AM and 9:09 AM, but neither of those trains goes on to Littleton. Instead, our first out-bound train arrives at 9:42 AM. See schedule at http://www.mbt.com/schedules_and_maps/rail/lines/?route=FITCHBRG&direction=O&timing=W&RedisplayTime=Redisplay+Time]

Also, Littleton station is part of \$39.8-million project funded 100% through FTA ARRA funds, which does not include enough funding for two separate platforms-- or for acquisition and development of the Nordblom property as parking, for that matter.

The advisory committee members indicated they would like to be able to meet with MBTA again two months from now – during the month of May – or whenever MBTA had its 30% design plans ready.

The committee will next meet on Wednesday, April 21, 2010 at 7 PM with Town staff members, as noted above. Issues include traffic flow, safety, parking, and directional signage between the major highways and the station.

The Town and the State will continue to stay in touch in the meantime, especially about pursuit of \$2-million+ needed to acquire and develop the 8.6-acre Nordblom property for parking, which is vital for the success of this commuter rail station.

On a motion made by Don MacIvar and seconded by Bill Cole, the committee unanimously voted to elect David Derrig as the committee chairman—presuming he agrees to accept the chairmanship.

The meeting adjourned around 9 PM.