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Subject:	Green Line Extension comments
Date:	Tuesday, September 13, 2011 5:05:11 PM

I am writing to convey my utmost disappointment at the news that the Green Line Extension is now to be delayed again by another 4 to 6 years to 2018-2020. I have been a homeowner in Somerville near the proposed Green Line Extension (GLX) corridor for 12 years. We have no more patience for the Commonwealth's and Mass DOT's continued delay tactics in these ongoing attempts to avoid funding and completing the GLX.

I know you will have heard all of the statistics from more active and vocal members of Somerville and surrounding communities before. You know the state of Massachusetts has been legally mandated to build the Green Line Extension since 1990. You know that the Commonwealth is legally obligated to honor the SIP transit commitments and complete this project under the Clean Air Act. You know that the Federal Transportation Conformity Regulations require the region and the state to fund this project and prioritize its completion, so why then has the state not pursued full bond funding to satisfy You know that to meet this legal obligation and complete the project on time, the Boston MPO is required to show realistic funding sources in the 2012 – 2015 Transportation Improvement Program and the Long Range Transportation Plan. So why then does the Boston MPO draft 2012 – 2015 TIP show less than 50% of the money required to complete the project by the previously committed legal deadline of 2014?

Monthly SIP reports from as late as spring 2011 showed a commitment to completing the GLX by the end of 2015. How then do we find out in summer 2011 that the project is to be delayed up to 5 years further? There is a serious lack of transparency in meeting the SIP requirements and those who are obscuring the details or obstructing the completion of this legally mandated project should be held accountable and relieved of their responsibilities, and the jobs should be given to individuals who know how to get the job done instead of spending their time obstructing

Further delays to the GLX project completion could cost the Commonwealth $650 million per year in lost federal transportation funding. They could increase the cost of the delayed GLX completion substantially by an estimated $200 million or more. Governor Patrick committed to building the Green Line Extension during his term in office. I and my fellow Massachusetts taxpayers should not be on the hook for this increased cost and we demand accountability.

It is inexcusable that Mass DOT found a way to get the Fast 14 bridges on I 93 started & completed in summer of 2011. And yet Mass DOT continues to stall the Green Line Extension that was legally committed to being started and completed before the fast 14 bridges ever became a project. How is this possible? Mass DOT has not demonstrated a realistic funding plan nor a design and construction schedule to meet the SIP requirements using only state funding; my understanding is that the Commonwealth had committed to this in the SIP agreement. How many more law suits do we need to file?

Somerville is underserved by public transportation. The majority of our neighborhoods,

including mine, are accessible only by bus. We are thus subject to the same surface delays as if we were to all individually drive to our destinations. I live within 3 miles of the North Station area in Boston and within 2 miles from the Kendall Square area of Cambridge and have commuted to both locations. It is inexcusable that I am usually able to *walk* to work in either of these locations faster than public transportation can get me there. Take a bus any weekday between Somerville and Lechmere Station, and most of the trip time is spent not moving, because the majority of the surrounding vehicles are single occupant vehicles clogging McGrath and the surface roads around it. It is faster to walk with my 5 year old to school (breathing exhaust fumes from McGrath Highway the whole time) rather than pile into our car and be forced to get stuck in that same traffic that is bound for Boston during morning commute. And sadly, my son and I breathe exhaust fumes for most of that walk because of the route and the school's proximity to McGrath Highway and the local traffic that is backed up because of traffic on McGrath. This is simply criminal - the state and Mass DOT need to step up to your legal responsibilities, commit to funding for the Green Line Extension in a timely fashion and do not delay it further.

The time is now. The Commonwealth and Mass DOT need to commit to getting the GLX funded and completed without further delays. Delaying the completion to *30 years* beyond the date when this project was legally mandated is patently unacceptable.

Thank you
Erin Hemenway