From: Jeffrey Swan
To: publicinformation@ctps.org
Cc: Sharon Swan
Subject: Please Keep the Greenline Extension on Track!
Date: Monday, September 12, 2011 11:02:18 AM

To whom it may concern,

The greenline extension was PROMISED to us by 2014. I saw Governer Patrick commit to this publicly on television. How can anything else take priority than a project that will reduce pollution, provide much needed jobs and generate more revenue for the state long-term? We need to reduce pollution in Medford now. The greenline extension will improve air quality, add convenient transportation, and motivate people to bike to MBTA stations to limit driving altogether. Please reconsider postponing the project during your meeting on Tuesday, September 13, 2011.

Thank you.
Jeff Swan
617-794-9073

ALSO:

+ The proposed delay violates the commonwealth's legal requirement to give highest priority in all transportation planning documents to those projects the state has said it will complete in order to become compliant with the federal Clean Air Act. The Green Line Extension not only is one of those projects, but it is the one the state says will provide by far the greatest air quality benefits.

+ Delaying completion of the project prolongs the negative health effect being inflicted on citizens by poor air quality, and adds an estimated $200 million to the overall cost

+ Failure to complete the project by the legal deadline puts Massachusetts at risk of being cut off from federal funding for ALL transportation projects.

+ The state is legally obligated to extend the Green Line to Medford Hillside; a terminus station at College Avenue is not in Medford Hillside. Failure to allocate funding for the extension to Route 16 by current legal deadline (Dec. 31, 2014) violates the existing legal requirement.

+ The state points to the Green Line Extension as the hallmark of its "GreenDOT" environmental campaign, and a key to achieving the Massachusetts Global Warming Solutions Act's requirement to reduce statewide greenhouse gas emissions by 25 percent of their 1990 levels by

2020. If this is the case, the project should be accelerated, not delayed.

+ This year, through the groundbreaking I-93 Fast14 Bridge Replacement Project, the state demonstrated a new commitment to completing transportation projects on time and on budget. The Green Line Extension project deserves an infusion of the same commitment and innovation, not yet another delay.