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Subject:	Green Line Extension – Enforce the SIP air quality and Transportation Conformity Measures in the Boston MPO 2012 – 2015 TIP and LRTP.
Date:	Tuesday, September 13, 2011 10:36:07 AM

Dear all,

I am terribly disappointed by the The Commonwealth's decision to try to once again postpone construction of the the Green Line Extension to 2018-2020. THIS IS UNACCEPTABLE.

Among the excuses for this delay is the need for more time for "land-takings". I find it very difficult to believe that this issue has JUST COME to light in the planning process, which is over a decade long at this point. Is incompentence or malpractice to blame? Either way, it's not a worthy excuse.

I do believe the MBTA and the Commonwealth's fiscal woes are the true reason for this proposed delay. I do understand that the Commonwealth doesn't have a money tree growing at the State House, but as noted below, this is a LEGAL OBLIGATION, and delaying fulfillment of this obligation will ultimately cost the state millions more. That's not even factoring in the impact of the the loss of federal highway funding due to the Commonwealth's failures. The Commonwealth has known, but refused to admit, that the current funding scheme for the MBTA is a dismal failure. It is time for those at the Statehouse to confront this mess and do what has to be done to fix it. Yes, this will cost money, but again, delaying action will only increase the total cost.

The Green Line extension is a legal obligation under the Clean Air Act. Full funding of the project and any interim replacements must be identified in the Boston MPO 2012-2015 Transportation Improvement Program (TIP) and in the Long Range Transportation Plan (LRTP). The proposed delays violate the legal requirement of prioritizing projects such as the GLX that are required to meet Federal transportation conformity measures under the State Implementation Plan (SIP) in the MPO Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP). It is critical that the Department of Environmental Protection (DEP) enforce the SIP requirements and not rubber-stamp MA DOT's efforts to continually delay the project.

The state has proven through the success of the Fast14 Bridge replacement program that it can move aggressively if there is REAL commitment to completing transportation projects. Why is GLX treated with constant delays rather than being advanced aggressively like the Fast14 project? Rather than delaying the project, it should be fully funded, and built all the way to Route 16, with a fully functional Community Path in place. Anything less is short-

sighted and misguided.

Thank you for your attention to my concerns and to the feedback from the public on this critical transportation project.

Sincerely,