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Subject: Green Line Extension - Don"t Delay!
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As a Somerville resident I am eager to have the Green Line extension completed sooner than later. I have never owned a car and would like to continue to have expanded public transportation options in the area. This is very important!

STATE IMPLEMENTATION PLAN:

- *MA DOT states that securing federal "New Starts" funding for the Green Line is risky because of the MBTA financial condition, but MA DOT has not demonstrated it has a funding plan and design and construction schedule to meet the SIP requirements using only state funding – which has been agreed to by the Commonwealth in the SIP agreement.*
- Monthly SIP reports as late as May 2011 committed to completing the Green Line Extension at the end of 2015, with no suggestion of further possible delays. This reflects a lack of transparency and seriousness in meeting the SIP requirements.
- MassDOT's assertion that land acquisition is a primary factor in the latest delay is not acceptable. Commuter rail track could be moved and track could be laid while waiting to acquire land for the Ball Square and Union Square Stations. Using Greenbush Line land acquisition delays as a lesson learned for the GLX is not a valid comparison because the land required was for right of way. This is not the case for the GLX. GLX land acquisition is for station locations and the maintenance facility (not included in the SIP agreement)
- The suggested phasing scenario proposed for constructing the GLX should only be permitted if the State is legally bound to complete of the full GLX to Route 16 by 2018.

IMPACT OF DELAY ON HEALTH

The Green Line Extension is supposed to mitigate the health effects of vehicle pollution from 1-93 and regional highway traffic as well as regional ozone. Delaying completion of the project without mitigation of the pollution will continue to negatively affect the health of Somerville and regional residents. Somerville has the greatest daily exposure to commuter traffic and diesel rail pollution in the state from 250,000 vehicles on I-93, Mystic Avenue (38) and McGrath Highway (28). We also breathe fumes from 200 daily diesel commuter and freight trains that cut through the city but (fortunately) do not stop.

People who live in the most transportation-polluted 10% of a large urban region may have:

20% higher overall mortality rates; 50% higher lung cancer mortalities
50% higher childhood asthma rates 50% higher heart attack mortalities

IMPACT OF DELAY ON REGIONAL/STATEWIDE ECONOMICS:

- Could jeopardize the State's federal transportation funding, a loss of $650 million per year.
- Would significantly increase the cost of the GLX project and needlessly cost taxpayers statewide $200 million or more, plus the costs of required air quality mitigation to offset the delay.
- Will deny a key regional transit link for employers, universities, research centers and residents.
- Will result in significant loss of sales and income tax revenues to the Commonwealth because it misses the opportunity to create construction and other jobs when we really need them.
- Will cause us to miss the benefits seen by other regions in the country such as Salt Lake City, Utah and Dallas, Texas that have recently built light rail on time and sometimes under budget.

IMPACT OF DELAY ON THE COMMUNITY PATH

- Delaying GLX also delays the Community Path. The 2.3 mile Community Path extension will connect the regional Minuteman Path network to Boston and to the Charles River network.

TRANSPARENCY/CREDIBILITY:

- Governor Patrick committed to build the Green Line Extension during his term in office.
- Governor Patrick and the Lieutenant Governor must honor this commitment.
- The Green Line Extension was legally mandated in 1990. Thirty years is an unacceptable delay.
- The Green Line Extension has never been given top priority, even though it is a legally obligated Transportation Control Measure specified in the State Implementation Plan (SIP).
- The state must pursue full bond funding of GLX to satisfy Federal Transportation Conformity.

Why is GLX not being moved as aggressively as the Fast14 Bridge replacement project? With all the supposed brain power of our region, why can't we get a 7 station transit extension built in a timely, cost-effective way? We have just recently built a massive new highway bridge on the Cape and we are widening our highways with a multi-year Route 128 mega-project, but we just can't seem to get a shovel in the ground on time for a sustainable urban light rail project.