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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 2:07:12 PM

To whom it may concern:

I am writing to comment on the Boston MPO TIP and LRTP and the Annual Status Report of the transit projects in the State Implementation Plan as required in the Transit System Improvements regulation (310 CMR 7.36). I am also writing to voice my disappointment, anger, and frustration over the State's handling of the Green Line Extension (GLX), and to protest the latest announced delay of the completion of the project, schedule now to open sometime between 2018 and 2020.

I urge you to reject the announced delay and enforce the SIP air quality and Transportation Conformity Measures in the Boston MPO 2012-2015 Transportation Improvement Program (TIP) and in the Long Range Transportation Plan (LRTP). The TIP and LRTP do not show full funding for the project, nor do they show a schedule for completion by the legal deadline, or potential interim replacement projects.

In the face of the current national and local economic crises, dependency on foreign oil, and growing greenhouse effects related largely to burning fossil fuels, this small public transportation project which entails laying track and building a handful of stations and in existing ROWs should not be so hard and take as long as it has already. Recall the GLX was originally supposed to be completed by December of this year.

It seems ridiculous to write this letter to remind the federal and state enforcement entities that the GLX project is a legal obligation under the Clean Air Act. As such, the project must be given highest priority for transportation funding and construction. Over the past several years the State has neglected to give this project its due priority as a SIP obligation. Instead MassDOT had repeatedly handled the project with low priority: with missed deadlines and an excruciatingly drawn design process, and a lack of transparency in its communication about the project to the public. MassDOT has proceeded in a delusional fashion with respect to funding, schedule, and priority of this project. The number of years spent on the GLX project with little to show for it and no solid funding so far is alarming. In this timeframe, Dallas and Salt Lake City have built new light rail systems on time and under budget!

The State cannot continue ignore its legal commitments.

Recently, with the Fast14 Bridge replacement project, we saw what can happen when the State has the will to undertake a high priority project and complete it quickly, creatively, and efficiently. Why hasn't the GLX been given that kind of priority, aggressive planning, and commitment?

Full funding of the Community Path should also be programmed in the 2012-2015 TIP and LRTP along with the GLX. The GLX and Community Path are fantastic sustainable transportation projects that will help more

people in the region travel with fewer automobile trips, curb the production of greenhouse gases, and provide needed regional economic opportunities.

In the past year or so we've heard a lot about MassDOT's GreenDOT sustainable transportation initiative to reduce greenhouse gases, promote the healthy transportation options of walking, bicycling, and public transit; and support smart growth development. Where it the acknowledgement that the GLX, and especially combined with the Community Path Extension, make the perfect model for the goals of GreenDOT?

In closing I urge you to honor the State's commitment to open the entire Green Line Extension by December 2014.

Thank you for your consideration.

Sincerely,

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