From:	John Reinhardt
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Subject:	Green Line Extension Schedule -- No more delays
Date:	Tuesday, September 13, 2011 4:41:07 PM

Dear Mr. Grafe:

Thanks for the opportunity to comment on this important issue. I want to start by saying that this is government at its worst. In 1990 it says to the public that you should have your new Green Line extension by 2011. Then they say oops, not 2011 but 2014. Then they say 2015. Now they say 2018 to 2020. This is very frustrating.

It is frustrating to the point where MassDEP should reject MassDOT's request for a delay. Simmilarly, the Boston Region Metropolitan Planning Organization should reject these same delays embedded in the 2012-2015 Transportation Improvement Program and Long Range Transportation Plan.

It is important to *remember that the Green Line Extension is a great, sustainable transportation project.* It's light rail that will provides clean transit to the city most health-burdened by highway and diesel commuter rail pollution. 85% of Somerville residents will have access to rail and many of our neighbors in East Cambridge, Medford and Arlington will have access to new light rail. It will also integrate with the Community Path, providing convenient access to Green Line stations and completing a bike and pedestrian route from Bedford to downtown Boston. The Green Line Extension fully embodies the principles espoused by GreenDOT*.

It is no wonder the Green Line is overwhelmingly supported in Somerville and surrounding communities. THE GREEN LINE IS A LEGAL OBLIGATION UNDER THE CLEAN AIR ACT. It has been the state's single largest Transportation Control Measure (TCM) obligation under the State Implementation Plan (SIP) for twenty years. Thus, it is a binding legal obligation under the Clean Air Act. Federal Transportation Conformity Regulations require that SIP TCMs like the Green Line Extension must be given funding and completion priority by the region and state.

Meeting this legal obligation requires the Boston MPO to show realistic funding sources and timely completion of the Green Line Extension in both the 2012-2015 Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). *Currently the TIP shows less than 50% of the money and less than 50% of the Green Line Extension being completed by the legal deadline of 2014.*

The Draft 2012-2015 TIP and the Draft LRTP "Paths to a Sustainable Region" fail to meet both the "fiscal constraint" requirement for full funding and the "environmental" requirement for timely completion of the SIP TCMs. *And, beyond the binding legal obligations, MassDOT and the Commonwealth have failed over and over again to meet promised deadlines given to the Green Line Extension communities. Citizens deserve greater respect.*

The Green Line Extension communities have repeatedly welcomed project staff from MassDOT, the MBTA and their consultants. Cooperation, rapport and enthusiasm have generally been high on

both sides whenever people have rolled up their sleeves to tackle project details. However, MassDOT has too often been coy and tactical, squirming at major steps with regard to securing real funding for the project and making reasonable time commitments.

Thank you for your consideration on this serious matter.

Sincerely,

John R Reinhardt
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