From:	Moore, Alan@Boston
To:	publicinformation@ctps.org; "Friends of the Community Path"; arnold.anne@epa.gov; cooke.donald@epa.gov; monahan.rosemary@epa.gov; pamela.stephenson@dot.gov; michael.chong@dot.gov; william.gordon@dot.gov
Subject:	2012 - 2015 TIP and LRTP (Short and Long Term Transportation Budgets)
Date:	Tuesday, September 13, 2011 4:10:54 PM

RE: upcoming vote on 2012 – 2015 TIP and LRTP (Short and Long Term Transportation Budgets)

To the Boston Region Metropolitan Planning Organization (MPO) TIP Committee and federal overseers:

Thousands of citizens and legislators are angry about MassDOT's recent efforts to further delay the Green Line extension (GLX), a legal obligation under the Clean Air Act, federal transportation conformity regulations and a promise to the people of the region (by the Governor). Delaying the GLX project also delays the Community Path, since the two projects need to be designed and built together. The GLX and Community Path are wonderful sustainable transportation projects that will help more people get around with fewer car trips, curb greenhouse gases, and provide needed regional economic opportunities. In addition to the legal commitments and these reasons, please carefully read the submitted letter (link below) from the Friends of the Community Path with more reasons that the GLX, including the Community Path Extension, should be built:
http://pathfriends.org/scp/PathFriend%20Comment%20ltr%20on%20LRTP%20TIP%20SIP%20GLX%20delay.pdf

The claims MassDOT are making about uncontrollable GLX delays are smoke and mirrors for simply not prioritizing the GLX over road and highways projects. The GLX design process could have been much further along if MassDOT was serious about the GLX project. If MassDOT is being refused funds by the governor and legislature, let them tell the public that and we'll stand with MassDOT to force the government to "do the right thing". The Boston MPO (and Federal DOT) should not be complicit in these serious illegal actions and should at last stand up to MassDOT and say "NO", we will not go along with these plans to short-change the Green Line extension and other SIP commitments.

So please fully enforce the legal and environmental obligations (federal Transportation Conformity Measures and SIP air quality) of the project. Force MassDOT to fully 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). Most likely this must be done without federal money which will not be forthcoming anyway. Tens of $millions will be saved by not depending on the bureaucracy of FTA New Starts and hundred of $millions will be saved by not building the GLX later with inflated dollars.

Thank you for your attention to this serious matter.

Sincerely,

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