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Cc:	Friends of the Community Path
Subject:	Delay in the schedule of the Green Line Project
Date:	Tuesday, September 13, 2011 11:13:32 AM

Dear Mr. Mohler, Ms. Fichter, Mr. Grafe, Ms. Kirby, et. al,

I am writing to express my disappointment that the Green Line project (GLX) will be delayed. Like all of you and so many others, I know this is a great transportation project that shows the promise of heavy use and related environmental and economic benefits. And like all of you, I share the dream of seeing the GLX become a reality as soon as feasibly possible.

This project is important to me for two major reasons. First, as a resident of the Inman Square area of Cambridge, I look forward to taking the Green Line directly from my office at Parsons Brinckerhoff on Arlington Street in Boston out to Union Square in Somerville, and then taking a pleasant walk to my home. My second reason is that, as a transportation professional, I really believe this is the most promising transportation project in the Commonwealth of Massachusetts. I have become particularly familiar with this project and the technical details of the project corridors, having worked as a civil engineer for PB on five projects spanning the last 20 years. Working for clients including the MBTA, MassDOT, and Pan Am Railways, these projects have constructed drainage infrastructure and began the planning and design for the existing GLX concept.

After the recent change of consultants, my "paid gig" on the project has ended. But that has not ended my continued involvement and support for the project. I have been actively involved on a volunteer basis with the Friends of the Community Path lending my expertise and "institutional knowledge" of the GLX corridor to help encourage the HDR/Gilbane team come up with the best and most cost-effective way to integrate this innovative "feeder facility" that will funnel non-motorized transportation modes (i.e., biking and walking) to 4 of the 7 proposed GLX stations. I have met separately with the HDR/Gilbane team to also discuss their overall concept for the transit systems (rail, traction power, AC power) developed during my paid tenure on the project. I have also proposed suggestions to the HDR/Gilbane team to minimize costs and construction duration by such things as minimizing modifications to the existing storm drainage system installed in 1991 and with which I am quite familiar having witnesses its installation by the MBTA's contractor.

Others will write about the Commonwealth's commitments regarding GLX. I know all of you are very aware of those commitments, and I'll let the other writers address those aspects.

But I am writing to share my personal commitment to this project. Whether I am paid as a consultant or volunteering as a citizen supporter, I will continue working to make the GLX a reality.

So I ask the same commitment of all of you personally. Let me suggest two ways:
1) I ask all of you to take seriously the Commonwealth's commitments and endeavor to demonstrate to the public that the Commonwealth is making every effort to expedite the completion of the project.

2) As I personally know many on the professionals on the HDR/Gilbane team, I ask you to challenge them to think creatively on expediting delivery. In my meetings with HDR/Gilbane, I know they have begun thinking along these lines. But don't let them be satisfied by their efforts to date. Get your money's worth out of this team! The MassDOT/MBTA Board selected this team for their expertise in construction program management and I personally know of their experience, so I urge you to keep challenging them! I want to hear of a feasible scenario that will hasten the day that I can take a one-seat ride home on the Green Line.

Thank you for reading my comments.

Very truly yours,

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