From:	Richard Nilsson
To:	jerome.grafe@state.ma.us; christine.kirby@state.ma.us; arnold.anne@epa.gov; cooke.donald@epa.go; monahan.rosemary@epa.gov; pamela.stephenson@dot.gov; michael.chong@dot.gov; william.gordon@dot.gov; publicinformation@ctps.org
Subject:	SIP transit commitments RE: Boston MPO 2012-2015 TIP & The Boston MPO LRTP
Date:	Tuesday, September 13, 2011 4:07:58 PM
Attachments:	Richard Nilsson (Richard.Nilsson@NilssonAssociates.US).vcf

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Mr. Jerome Grafe, Mass Department of Environmental Protection
Ms. Christine Kirby, Mass Department of Environmental Protection
Mr. David Mohler, Chair, Boston MPO Planning & Programming Committee
Ms. Katherine Fichter, MassDOT Office of Transportation Planning,

Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit,
Mr. Donald Cooke, Conformity and mobile monitoring, EPA Region 1 Air Quality
Ms. Rosemary Monahan, EPA Region 1 Smart Growth Coordinator
Ms. Pamela Stephenson, MA Division Administrator, Federal Highway
Mr. Michael Chong, Federal Highway Planning and Environ. Program Manager
Ms. Mary Beth Mello, Regional Director, Federal Transit Region

Massachusetts Department of Environmental Protection
Delay Request Rejection
Metropolitan Planning Organization, 2012-2015 Transportation Improvement Program
Objection to Delays/Schedule

To all referenced above:

The original legal agreement that was made in 1990 to improve transit and extend the Green Line to mitigate against the great harms caused by traffic projects in the city, has been egregiously neglected for over two decades! Not only have these mitigating projects been withheld, but in the interim, several projects that have greatly increased traffic, pollution and decreased air quality have been completed! The harm in fact, has been greatly increased, while these mitigating transit improvements have been neglected!
This pattern of the delay of these legally mandated projects is totally unacceptable and must stop! The Green Line extension must be built on a certain schedule that is acceptable to the residents who will be served by the improvements.
Any delay in the GLX will have an adverse affect upon local and state economics during a sustained period of economic recession. Project delays will destroy the faith and credibility of our current state government and its officials; as Governor Patrick and the Lieutenant Governor have committed to complete the GLX. It is incredible that the Fast14 Bridge project, a massive new bridge on the Cape and the Route 128 mega-project have been advanced rapidly while a sustainable, urban light rail project that is a legal mandate cannot be completed in over two decades!

Sincerely,

Richard Nilsson

Principal

n+a Architects

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