From:	David Dahlbacka
To:	publicinformation@bostonmpo.org
Cc:	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; Boston MPO Staff; Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit; """"Mr. Donald Cooke"@whyisthisimportant.net; "Conformity and mobile monitoring"@whyisthisimportant.net; "EPA Region 1 Air Quality" cooke.donald""""@epa.gov; 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 1
Subject:	Please don"t remove the Green Line Extension to Somerville and Medford from the 2012 TIP.
Date:	Sunday, September 11, 2011 4:15:18 PM

To: David Mohler, Chair Transportation Planning and Programming Committee
publicinformation@bostonmpo.org

Dear David Mohler:

I am writing this e-mail to ask you not to remove the Green Line Extension to Somerville and Medford from the 2012 Transportation Improvement Plan.

Today, Somerville is cut by five MBTA or Commuter Rail lines, only one of which stops within its borders. Somerville pays for these lines even though it derives no benefit from most of them. The city has been waiting for rapid transit for at least 40 years. Over two hundred people came out the night of the Red Sox World Series win to show their support for the Green Line Extension, and support remains strong. Should Somerville be ignored yet again?

Areas near the current Commuter Rail lines suffer the effects of air pollution from the diesel trains. Health effects are always local; improvements should be local too. Furthermore, many areas near the Commuter Rail lines are environmental justice zones that have historically received the lion's share of negative environmental impacts and the ant's share of the benefits. Should this pattern continue?

I am a member of the Somerville Comprehensive Plan Steering Committee, which is preparing a citywide comprehensive plan that includes development zones oriented around transportation nodes, and specifically around the new Green Line stops. Our planning for the next twenty years revolves around the Line Extension. Should this effort be wasted?

Finally, may I remind your that the Green Line Extension is a court-ordered mediation for local air-quality problems caused in part by the increase in I-93 traffic from the Big Dig. The Commonwealth has been taken to court more than once on this subject and has lost every time. Why go through that again?

Please do the right thing. Reinstate the Green Line Extension into the 2012 Transportation Improvement Plan.

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