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Subject:	GLX Delay and SIP Transit Commitments
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Mr. Mohler and Ms. Fichter,
In August of 2006 I moved to Somerville hearing the promise of the Green Line Extension (GLX), a legal requirement of the state under the Clean Air Act. As recently as May 2011, the monthly SIP reports indicated the the state was on track to meet the already delayed 2015 legal deadline as laid out in the State Implementation Plan (SIP). MassDOT just announced further delays until 2018-2020.

As a homeowner, this latest delay is simply unacceptable. The State needs to fulfill its legal obligations to the citizens of MA and residents of Somerville. We are overburdened and under served by transportation, despite being the most densley populated city in the commonwealth. Since moving here, I got married and discussed having children with my wife. Raising our child in a place where s/he would breath fumes from over 200 daily trains and the tens of thousands of cars that run by our home on I-93 daily is a tremendous concern to us. We hoped that the GLX would offset the pollution burden. Without mitigation we will be forced to move to protect our child from pollution when we expand our family. No property is worth the health risk facing children growing up in a polluted environment like modern Somerville without the promised mitigation projects.

As a certified project management professional supporting the federal government, I understand the complexity of managing a project like the GLX. I do not understand how in a mere 2 month time span, the project management team more than doubled the remaining schedule for project completion. The scope of the project did not double and in fact decreased over time. What unplanned risk manifested between writing May's SIP report without even an inkling of a possible delay and June of 2011? The project management team pointed to neither scope changes nor risk manifestation in their announcement of the delays until 2018-2020.

Delaying the project will only increase the cost of building the GLX so cost was not a factor, although they hint the opportunity for federal funding under New Starts influenced their decision. Including federal funding in the analysis is inappropriate because completing the GLX by 2015 is an obligation of the state to its people independent of the federal government. As such, delaying the project past 2015 on the uncertain hope of obtaining federal funding is the project management team breaking the state's contract with the citizens of MA.

Has MassDOT been intentionally deceiving the public in their Monthly SIP reports of on time delivery in 2015? Such an abuse of public trust is worrisome to say the least but without scope change or risk, a lack of applying proper project management principles to the GLX or intentionally deceiving the public are the only alternative plausible explanations for the latest delay.

The lack of follow through on a sustainable light rail project while the state aggressively pursues more highway expansion and construction (Fast14 Bridge replacement and widening 128) is troublesome. Other sustainable transportation projects around the country have been designed, built, and entered operations in far less time than the 30 years MA already spent on the GLX. Why is MassDOT incapable

of fulfilling the state's legal obligations under the Clean Air Act when other cities and states reap benefits (economic & environmental) of their transportation projects?

MassDOT announced GreenDOT as an initiative to reduce GHG emissions, promote healthy transportation options, and support smart growth development. Funding highway development over the GLX has the exact opposite effects of the touted GreenDOT. Governor Patrick committed to building the GLX during his term in office but the lack of tangible progress on the GLX with simultaneous highway expansion belies his administration's true intentions. The GLX is a legally obligated Transportation Control Measure in the SIP, yet it has never been given the highest priority. MassDOT's stated goals for GreenDOT is a tacit acknowledgment they misuse funds when they prioritize highway expansion over the GLX.

Failure to complete projects like the GLX causes people to lose faith in government. The state must fully fund the GLX. If we do not, I would reluctantly support the withdrawal of all federal transportation funds (~$650 million a year) to our state as a penalty for the government's failure to fulfill its legal obligations to its citizens. We aren't spending that transportation money appropriately for the intended use.

It is my duty as a citizen to hold you, a part of our government, accountable if you fail to deliver on the state's legal obligations in the SIP agreement. The MA Department of Environmental Protection (DEP) must reject MassDOT's request to delay the Green Line opening to 2018-2020. The Boston Region Metropolitan Planning Organization (MPO) must reject the same delays that are contained within the 2012-2015 Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

Regards,

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