

RESOLUTION OF THE ATTLEBORO MUNICIPAL COUNCIL

RESOLUTION TO OPPOSE ATTLEBORO OPTION FOR THE COMMUTER RAIL EXTENSION

WHEREAS: The proposal to expand rail transportation from Boston to Taunton, Fall River-New Bedford is a good one for our state, and should be accomplished with a plan that offers the best long term value to taxpayers and the MBTA, and

WHEREAS: The exhaustive study that was performed on the Stoughton -Taunton, Fall River- New Bedford option, along with the final environmental impact report, clearly shows that this option presents the best value, while preserving the habitat of all identified rare animal species, by using a trestle bridge to resolve the wetland impacts in the Hockomock Swamp, and

WHEREAS: This option provides the most direct route from Boston to Fall River-New Bedford via Taunton, which will reduce overall energy and maintenance operational costs of operating the service to the MBTA, which has been struggling for a long time to control costs, while at the same time provide a shorter trip for potential commuters, thus improving the odds that the system will be supported, and

WHEREAS: The Attleboro option, which will result in a 1 and ½ hour trip with 15 at-grade crossings in Taunton alone (11 of them within a 1 and ¼ circle in the inner city), as well as the clearing of at least 5 and ½ acres of virgin wetlands in Attleboro, as well as clearing 15 acres of habitat in Attleboro and invade designated conservation areas, altering the 100 year flood plain in a community with a scarce amount of open space, and

WHEREAS: The Attleboro shoreline plan through Mansfield, Foxboro and Sharon would utilize tracks with the busiest schedule for MBTA commuter, Amtrak high speed rail, and CSX freight rail, and

WHEREAS: The Attleboro option offers no economic incentives for the four communities impacted (Attleboro, Norton, Mansfield and Taunton), however, it causes significant negative environmental impacts

THEREFORE, be it resolved that the Attleboro Municipal Council strongly rejects any further re-consideration of the Attleboro options, and recommends that the state leverage off of the extensive work that has already been done to support the Stoughton-Taunton-Fall River-New Bedford option, and to pursue the mitigation steps recommended in the final environmental impact report, dated August 30, 2002, to minimize the impacts to the affected communities.

VOTED UNANIMOUSLY.

SIGNED AND SEALED ON JANUARY 22, 2008