

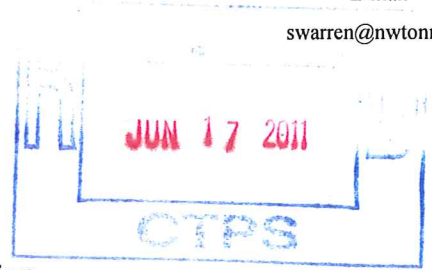


Setti D. Warren
Mayor

City of Newton, Massachusetts
Office of the Mayor

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swarren@newtonma.gov



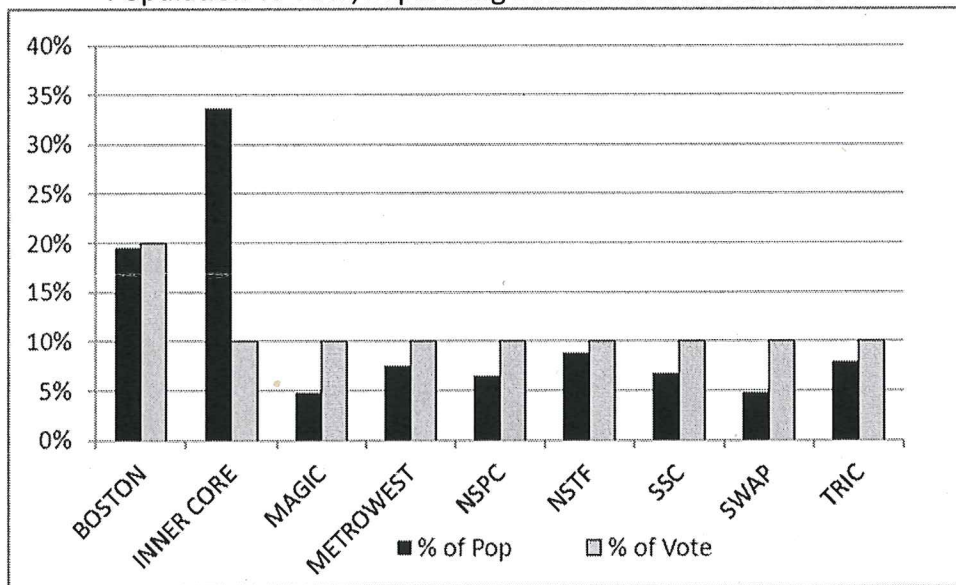
June 7, 2011

Dear Members of the Boston Region Metropolitan Planning Organization,

I write this letter to express my opposition to the proposed changes to the MPOs Memorandum of Understanding (MOU), which has been released by the Transportation Planning and Programming Committee (TPPC) for the 30-day public comment period. Newton does not believe that a system of subregional representation will move the MPO in a direction that would be beneficial to the region. The MPO, through its Long Range Transportation Plan and other documents, strives to set regional priorities and spend our limited funds in the manner most beneficial to our region as a whole. We believe that a new system of mainly subregional-based elected voting is likely to undermine the MPO's regional perspective.

The City of Newton, in support of all Inner Core communities, is also highly concerned that the Inner Core subregion will be underrepresented at the new MPO table. **As shown in the chart below the Inner Core accounts for 34% of the population but with one vote, will account for only 10% of the municipal vote.** Even if the Inner Core were given a second vote, the Inner Core would only account for 18% of the vote in a region accounting for 34% of the population.

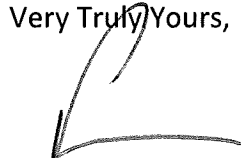
Population vs Vote, Separating Boston from the Inner Core



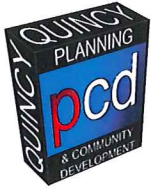
I ask the members of the MPO to reconsider the implications of moving to subregional representation, and to reconsider the fairness of the proposed voting changes to cities and towns in the Inner Core. The City of Newton does not intend to support the MOU and urges other MPO members not to support this MOU until, at the very least, our Inner Core communities receive more proportionate representation.

Thank you for your consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Setti D. Warren', written over a horizontal line.

Setti D. Warren
Mayor, City of Newton



Department of Planning and Community Development
1305 Hancock Street, Quincy, Massachusetts 02169
Tel. (617) 376-1362 FAX (617) 376-1097
TTY /TDD (617) 376-1375

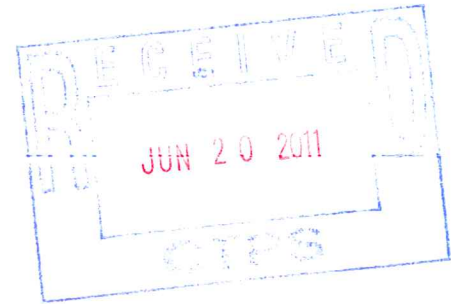


DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

June 16, 2011

Jeffrey Mullan
Secretary of Transportation
Chair, Boston Region MPO
10 Park Plaza, Suite 2150
Boston MA 02116-3968



RE: Comments on the Boston MPO Memorandum of Understanding

Dear Secretary Mullan:

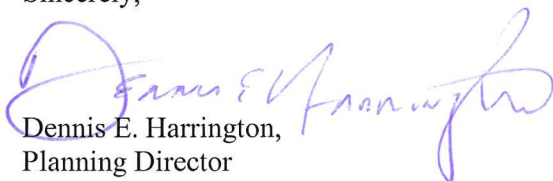
The City of Quincy—with the approval and consent of Mayor Thomas P. Koch—is pleased to submit comments on the Boston Metropolitan Planning Organization’s (MPO) Memorandum of Understanding (MOU). We recognize the importance of this agreement, as it provides a framework for the composition, roles, and functions for the Boston MPO.

The Boston Region MPO’s signatories have taken up a comprehensive review of this document and proposed a number of substantive changes. Below is Quincy’s official position on the most recent MOU proposal.

- Quincy supports the proposed addition of second permanent seat for the City of Boston. Boston, with a population of 618,000, and a host the majority of the region’s “built infrastructure” should continue to play an integral role within the transportation planning process.
- Quincy does not generally believe that subregional representation necessarily promotes true “regionalism” in the MPO transportation planning and programming process. Nonetheless, the City of Quincy would support the Metropolitan Area Planning Council’s Metro Mayors Coalition’s proposal to add a second representative from the Inner Core subregion. We believe that adding a second Inner Core representative would result in a more fair apportionment of voting seats on the Boston MPO Board. The Inner Core municipalities outside the City of Boston represent 32% of the Boston MPO’s total population (with Quincy having the third largest in the Boston MPO Region), and have 21% of the roadway miles and a sizable proportion of the transit and pedestrian infrastructure.
- Quincy supports the proposal to give the Regional Transportation Advisory Council (RTAC) voting membership on the Boston MPO. RTAC is an important forum for advocacy groups and non-voting Boston MPO municipalities to provide input on transportation projects.

We truly appreciate the Boston MPO’s recognition of the transportation issues affecting the City of Quincy and the South Shore region. Thank you for providing us the opportunity to comment on this very important document.

Sincerely,


Dennis E. Harrington,
Planning Director

Committee on Financial Services
Committee on Transportation &
Infrastructure
Committee on House
Administration
Democratic Steering & Policy
Committee
Democratic Caucus; Chair, Committee
on Organization, Study & Review

www.house.gov/capuano



Congress of the United States

House of Representatives

Michael E. Capuano

8th District, Massachusetts

June 22, 2011

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Fax: 617-621-8628
Roxbury Community College
Campus Library
Room 211

Secretary Jeffrey Mullan
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

Dear Secretary Mullan,

I am writing to you regarding the draft of the Boston Metropolitan Planning Organization's (MPO) Memorandum of Understanding (MOU). It is my understanding that the MPO's Transportation Planning Process Committee approved this draft version of the MOU. Please know that, while I have some concerns with the draft MOU, I appreciate the hard work of the MPO members and their efforts to streamline the MPO's decision making process.

I reviewed the draft MOU and am concerned with the proposed shift from regional representation to sub-regional representation on the MPO. Up until now, the MPO has consisted of various state transportation related appointees, the City of Boston, and six municipalities elected from the Boston Region. In the draft MOU, this has changed. As I understand the proposal, the six regionally elected representatives would be replaced by eight representatives, one from each of the MPO's sub-regions, and four at-large representatives – two from cities, and two from towns.

According to Census 2010 figures, the communities comprising the Inner Core communities, which includes the entire 8th Congressional District, makes up over 1.6 million people. The other seven sub-regions *together* do not equal that amount. The MPO makes long and short term commitments of scarce transportation funding – that is, tax dollars. Given that the MPO's primary mission is to allocate taxpayer dollars, it does not seem just to give the 1.6 million residents of the Inner Core ONE vote, and the almost 1.6 million residents from the other sub-regions SEVEN votes.



- 2 -

I do not mean to suggest that the current composition of the MPO is the best possible approach. However, I strongly suggest that any change be done in an equitable manner.

Thank you for the opportunity to comment on the draft MOU. I look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael E. Capuano".

Michael E. Capuano
Member of Congress

CC:

Mary Beth Mello, Federal Transit Administration

Pamela Stephenson, Federal Highway Administration



NORTH SHORE

ALLIANCE FOR ECONOMIC DEVELOPMENT
121 Loring Avenue, Suite 110, Salem, MA 01970
978-744-4430 bill@nsecdevelopment.com

May 24, 2011

Jeffrey B. Mullan
Secretary of Transportation and CEO
Massachusetts Department of Transportation
10 Park Plaza, Suite e3170
Boston, MA 02116

Dear Secretary Mullan,

The North Shore Alliance for Economic Development has reviewed the draft Memorandum of Understanding of the Boston Metropolitan Planning Organization and submits for your consideration our input as this document is updated.

First, let me congratulate the Boston Region MPO for their deliberations on this issue. The fact that amendments are being considered is indicative of the great concern that the MPO places on community participation and public involvement.

Perhaps the most effective way to present the concerns of the North Shore Alliance is to suggest that the very name of the Boston Region MPO is indicative of some of the concerns that we have heard from North Shore communities. Frustration exists as a result of the North Shore region being part of a transportation planning/funding organization that extends from Boston's South Shore, to and through the entirety of the City of Boston, through the metro-west region and into the heart of the North Shore. Though this frustration exists the North Shore Alliance offers that it can be resolved with a number of minor amendments to the MPO's Memorandum of Understanding (MOU).

As an example of how to create an increased sense of region and community I offer that under the stewardship of Executive Director Marc Draisen, the Metropolitan Area Planning Commission (MAPC) has made great progress in making this 101-community service area far more "region-friendly". Priority given to their regional sub-groups, regular and regional meetings and provision of planning and regionalization services to their various regional sub-groups have presented a clear message that the MAPC understands the need to bring their large service area to a more regional level. It is my hope that the great strides that MAPC has made can be used as an example of how through a few thoughtful amendments, service to the Boston Region MPO communities can be similarly improved.

The Alliance staff has attended a number of MPO informational meetings regarding this issue and the following suggestions are the result of our participation:

- An amendment should be included that provides for more timely dissemination of information to members of the MPO and general public by requiring that all materials to be considered at an MPO meeting, or any subcommittee, be made available online a minimum of 48 hours in advance of the meeting.
- In addition to the 48 hour requirement we would suggest that each proposed action include a short and understandable description of the action that is going to be considered. This description should be designed so that it can be understood not only by those integrally involved in the MPO processes, but by the general public as well.
- The membership for the Boston Region MPO should be amended to include additional membership to increase community involvement and transparency. By adding additional members the MPO will stimulate more active participation without sacrificing the ability to complete their important work.
- Consideration should be given to limiting the number of consecutive terms for which a municipality may serve as a voting member of the MPO. This amendment would allow an increase in the number of communities that are given a seat at the MPO table. Consideration should be given to either two, three year terms, or, an amendment to increase a term from three years to four, with a single four year term being allowed.
- The MPO should maintain the listing of First Tier Projects and the Universe of Projects that is easily accessed by the public on the MPO website.
- We agree with Senator Thomas McGee's contention that an amendment be approved that would place a member of the region's legislative delegation as a member of the Boston Region MPO. This step would help ensure active participation from this branch of government and would mirror the MPO seats that are provided to municipal officials and members of the Executive Branch of State Government.
- Finally, consideration should be given to scheduling MPO meetings in various regions outside of the City and into the communities and regions represented by the Boston MPO.

The North Shore Alliance for Economic Development believes that the outlined suggestions would assist in removing the concerns that exist that the MPO funding process is murky and lacks transparency.

I thank you in advance for your consideration of these amendments and I look forward to the discussion surrounding the completion of the amendments to the MPO.

Sincerely,

William Luster
Executive Director

North Shore Alliance Board of Directors		
Member	Affiliation	Email address
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Karen Andreas	Publisher, Salem News	kandreas@salemnews.com
Robert Bradford	North Shore Chamber of Commerce	rgb@northshorechamber.org
Dr. Wayne Burton	President, North Shore Community College	wburton@northshore.edu
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John Hall	Vice President Salem Five	John.Hall@salemfive.com
Michael Harrington	Hawthorne Hotel	speavyhouse@hawthornehotel.com
Annie Harris	Essex National Heritage Commission	annieh@essexheritage.org
Bill Howard	President, Beverly Cooperative Bank	bhoward@beverlycoop.com
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David King	North Shore Medical Center	dming@partners.org
David LaFlamme	President and CEO North Shore Bank	dlaflamme@northshore-bank.com
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Joe Riley	Senior Vice President, Eastern Bank	j.riley@easternbk.com
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Open	Open	
Staff		
William Luster	President NSAED	bill@nsecdevelopment.com
Adria Leach		aleach@salemstate.edu

June 27, 2011

Inner Core Mayors and Managers

Jeffrey B. Mullan
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

Re: Inner Core Representation in the Metropolitan Planning Organization

Dear Secretary Mullan:

We are writing to comment on the revised structure for the Boston Region Metropolitan Planning Organization (MPO). The new structure considerably expands representation for all of the subregions within the Boston MPO's boundary, but it is likely to weaken representation for the 19 Inner Core municipalities outside of Boston.

Under the existing MPO structure, six municipal representatives are elected to the MPO - three cities and three towns. All are elected at-large. Two of the representatives currently serving are from the Inner Core (both cities). In addition, Boston has a permanent seat.

Under the new MOU membership structure approved on June 2, each of the eight subregions will have its own representative. Although they will be elected at-large, they must come from each subregion and it is reasonable to expect that they will represent and defend the interests of that subregion. Four additional communities will be elected at-large, two cities and two towns, to represent the entire region. In order to balance Boston's reduced voice on the new, enlarged MPO, MassDOT proposed - and the body approved - doubling Boston's representation to two members.

The Inner Core municipalities outside of the City of Boston represent 32% of the region's population. Boston represents 20%. No other subregion represents more than 9%. Yet, each of the subregions has one vote, and Boston has two. How can the MPO justify giving a subregion with 5% of the population (two subregions have less than 6% of the region's population) the same voting strength as an area with 32% of the population, 24% of the region's employment, 21% of the region's road miles, and the majority of the region's transit and pedestrian infrastructure?

We have proposed a simple solution to this inequity: reduce the number of at-large seats from four to three, and add a second representative for the Inner Core communities outside of Boston. Those communities will still be under-represented from the perspective of population, but the system will be considerably fairer than the current proposal that is out for public comment. Also, our proposal would maintain the size of the MPO in the current proposal (22), and it would not weaken the strength of the State's voting bloc (5). An alternative would be to keep the four at-large seats, and add one additional seat for the Inner Core municipalities outside of Boston, increasing the total membership to 23.

Some have argued that all of the members are expected to represent the region as a whole. This is true, but currently all of the municipal members are elected at-large and none represents a subregion. This has caused legislators and municipal officials from the outer communities to call for subregional representation, and the new proposal provides that representation. If subregional representation is going to be part of the MPO structure, it should be distributed fairly, with at least a modicum of attention paid to the size of each subregion.

It has also been argued that Inner Core municipalities can run for the at-large seats. Of course this is true, but everyone else can also run for those seats. The members who serve as subregional representatives should still be fairly apportioned.

MassDOT has played a key role in revising the structure of the MPO to create fair representation for the subregions. We respectfully ask you to support our recommendation. We are, of course, ready to meet with you to discuss this issue if you need further information or perspective on this question. Thank you for your attention.

Sincerely,



Thomas G. Ambrosino
Mayor, City of Revere



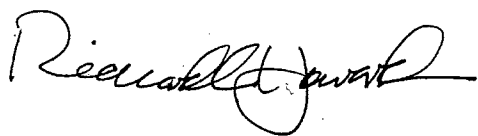
Joseph A. Curtatone
Mayor, City of Somerville



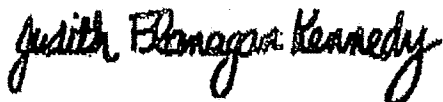
Melvin Kleckner
Town Manager, Town of Brookline



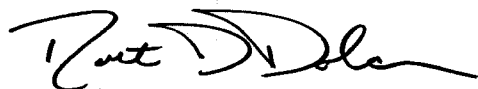
Jay Ash
City Manager, City of Chelsea



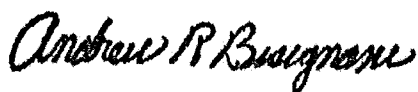
Richard C. Howard
Mayor, City of Malden



Judith F. Kennedy
Mayor, City of Lynn



Robert Dolan
Mayor, City of Melrose



Andrew Bisignani
Town Manager, Town of Saugus



James Mckenna
Town Manager, Town of Winthrop



Setti Warren
Mayor, City of Newton

Kevin Mearn
Town Manager, Town of Milton (no electronic signature)

Michael Driscoll
Town Manager, Town of Watertown (no electronic signature)

Brian Sullivan
Town Manager, Town of Arlington (no electronic signature)



Office of the
BOARD OF SELECTMEN
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188 Washington Street
MARBLEHEAD, MASSACHUSETTS 01945

James E. Nye, Chairman
Harry C. Christensen, Jr.
Judith R. Jacobi
Jackie Belf-Becker
Bret T. Murray

Anthony M. Sasso
Town Administrator

June 27, 2011

Jeffrey B. Mullan, Secretary & CEO
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

Dear Secretary Mullan:

I am writing to convey my strong support for the revised Memorandum of Understanding currently under consideration by the Boston Metropolitan Planning Organization. The changes will create a more transparent and inclusive transportation planning process for our entire region. At a time when transportation resources are decreasing at the federal, state, and local levels while infrastructure and maintenance needs are on the rise, it is imperative that the process for making the difficult decisions on allocating funds be open and inclusive. The revisions to the current MOU make significant strides to that end. I am encouraged by the time and effort that the MPO has put into the review process and look forward to working together as the MPO implements these important changes.

Thank you for your continued efforts.

Sincerely,

Anthony M. Sasso
Town Administrator



TOWN OF FRAMINGHAM

Memorial Building, 150 Concord Street, Room 121, Framingham, MA 01702
508-532-5400 | 508-532-5409 (fax) | selectmen@framinghamma.gov | www.framinghamma.gov

Town Manager

Julian M. Suso, ICMA-CM

Assistant Town Manager

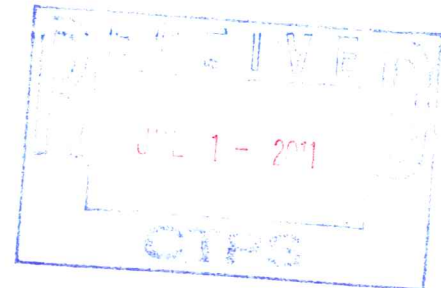
David R. Williams

Board of Selectmen

Jason A. Smith, Chair
Charles J. Sisitsky, Vice Chair
Laurie Lee, Clerk
A. Ginger Esty
Dennis L. Giombetti

June 27, 2011

Mr. David Mohler
Chairman, Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116



Dear Mr. Mohler,

We write to you to express our strong support of the Memorandum of Understanding relating to the comprehensive, continuing and cooperative Transportation Planning Process in the Boston Metropolitan Area.

We believe the additional members from local municipalities to the MPO will greatly increase the benefit felt by all members within the Boston Region MPO. It is also our belief this MOU will greatly increase the involvement of the public and their knowledge of the benefits municipalities receive as members of the MPO.

To express our support, we had a unanimous vote during the June 21, 2011 Board of Selectmen meeting to strongly support the changes to the MOU and give our collective support to the Boston Region MPO.

Jason Smith

Regards,

Charles J. Sisitsky

Dennis L. Giombetti

Laurie Lee

A. Ginger Esty

SOMERVILLE
TRANSPORTATION EQUITY
PARTNERSHIP

www.somervillestep.org

July 2, 2011
Jeffrey Mullan, Secretary
Department of Transportation
Commonwealth of Massachusetts
10 Park Plaza, Suite 3170
Boston, MA 02116

Via email to Jeffrey.Mullan@state.ma.us
With copies to David Mohler, David.Mohler@state.ma.us, and Pam Wolfe, pwolfe@ctps.org

Dear Secretary Mullan:

We are writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU). We would greatly appreciate your attention to and assistance in dealing with these concerns.

- The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population (not counting Boston) is far greater than the other seven sub-regions.
- This change would also result in seriously under-representing the communities identified by the MPO as environmental justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.
- The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Please note attached population numbers and graphs of voting power. We would suggest 3 seats for Boston, 4 for the rest of the Inner Core and 1 for each of the other sub-regions is much fairer.

With Best Regards,

Ellin Reisner and Wig Zamore, STEP

Cc:

Pamela Stephenson, MA Division Administrator, Federal Highway, pamela.stephenson@dot.gov
David Chandler, Civil Rights Specialist, Federal Highway, david.chandler@dot.gov
Michael Chong, Planning and Environ. Program Manager, michael.chong@dot.gov
Mary Beth Mello, Regional Director, Federal Transit Region 1, william.gordon@dot.gov
Margaret Griffin, Civil Rights Officer, Federal Transit Region 1, Margaret.Griffin@dot.gov
Curt Spaulding, EPA Region 1 Administrator spaulding.curt@epa.gov
Carl Dierker, EPA Region 1 Counsel dierker.carl@epa.gov
Sharon Wells, EPA Region 1 Acting Director of Office of Civil Rights wells.sharon@epa.gov

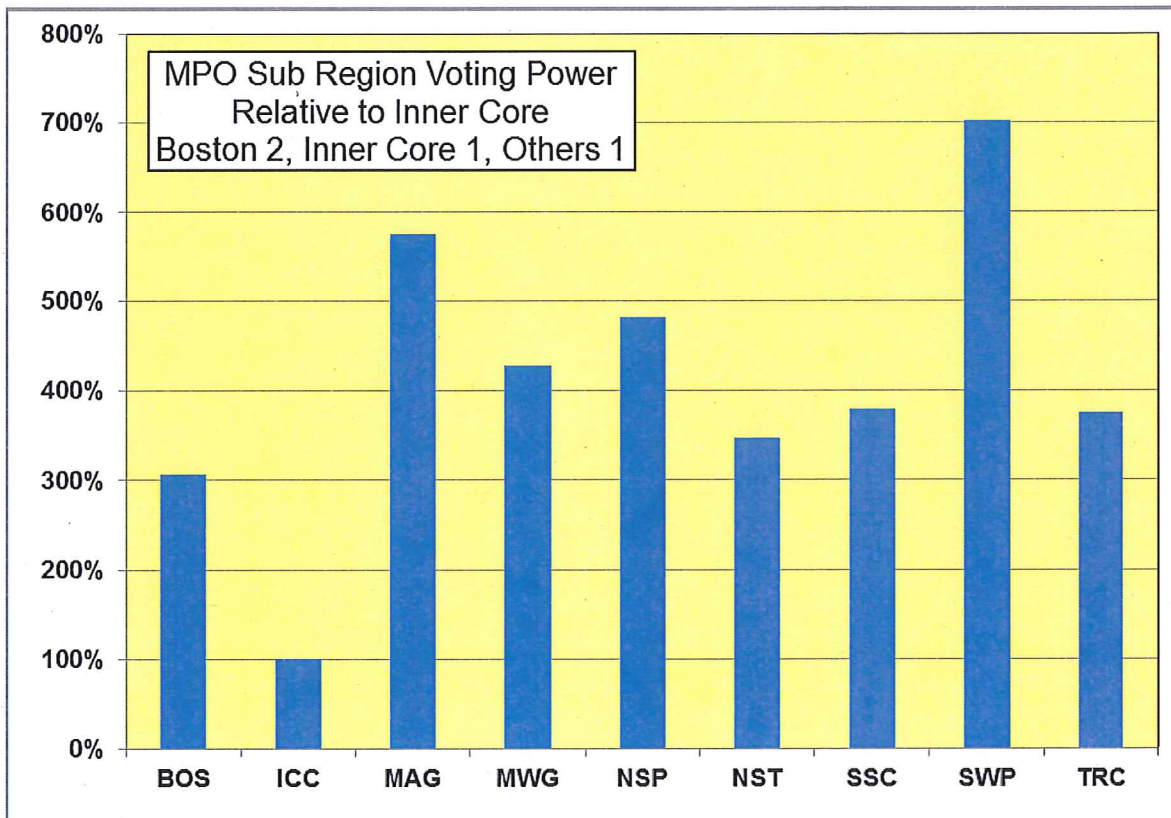
Boston MPO 2010 Subregion populations and **MOU** proposed Voting

Power relative to Inner Core Communities less Boston.

Assumes 10 sub-region votes (with 2 to Boston) and 4 at large.

MPO Subregion*	2010 Population	Population %	Votes	Voting %	Voting Power
BOS	648,250	20.2%	2	20.0%	307%
ICC	993,711	31.0%	1	10.0%	100%
MAG	172,441	5.4%	1	10.0%	576%
MWG	232,221	7.2%	1	10.0%	428%
NSP	206,224	6.4%	1	10.0%	482%
NST	286,749	8.9%	1	10.0%	347%
SSC	261,925	8.2%	1	10.0%	379%
SWP	141,409	4.4%	1	10.0%	703%
TRC	265,071	8.3%	1	10.0%	375%
Region	3,208,000	100.0%	10	100.0%	

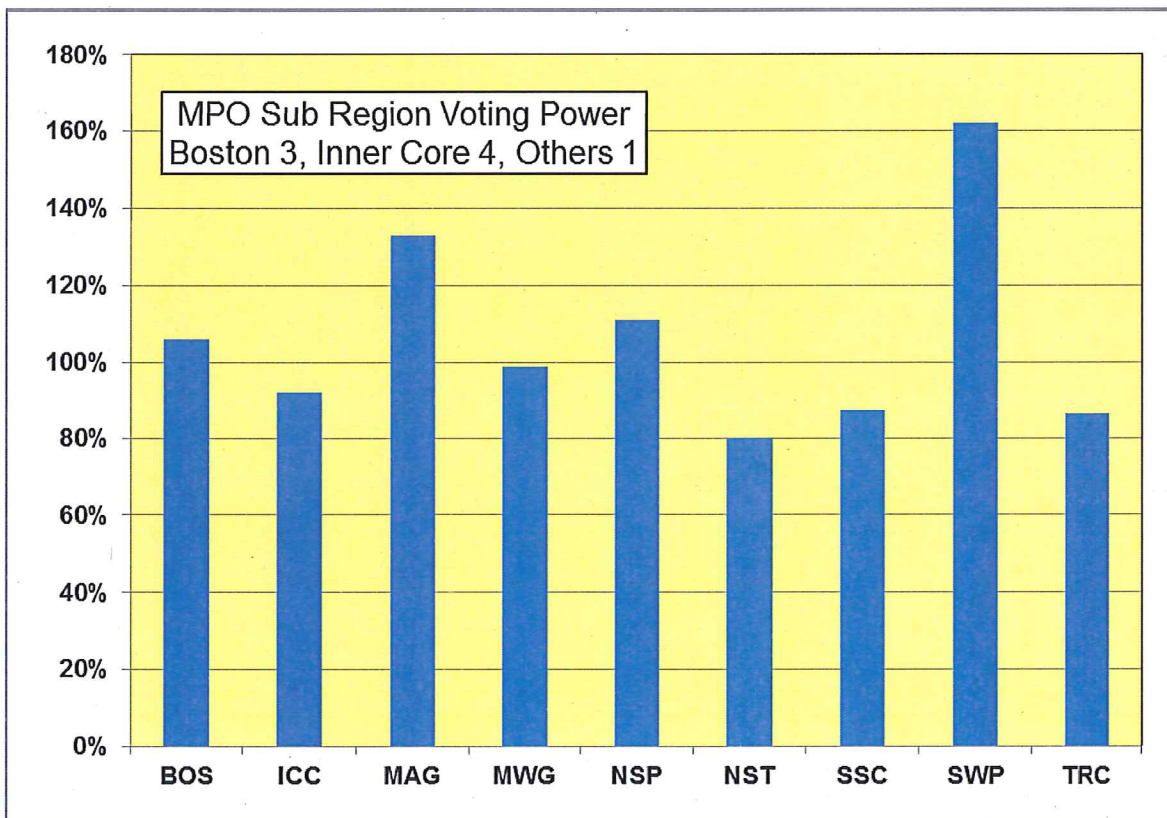
* Milton and Dover populations split between subregions they participate in. **Inner Core is almost one third of the MPO population but has only one tenth of sub-region seats in the MOU proposal.**



Boston MPO 2010 Subregion populations and **STEP** proposed Voting Power relative to full MPO population. Assumes 14 sub-region votes, with 3 to Boston, 4 to remaining Inner Core and 0 at large.

MPO Subregion*	2010 Population	Percent	Votes	Voting %	Voting Power
BOS	648,250	20.2%	3	21.4%	106%
ICC	993,711	31.0%	4	28.6%	92%
MAG	172,441	5.4%	1	7.1%	133%
MWG	232,221	7.2%	1	7.1%	99%
NSP	206,224	6.4%	1	7.1%	111%
NST	286,749	8.9%	1	7.1%	80%
SSC	261,925	8.2%	1	7.1%	87%
SWP	141,409	4.4%	1	7.1%	162%
TRC	265,071	8.3%	1	7.1%	86%
Region	3,208,000	100.0%	14	100.0%	

* Milton and Dover populations split between subregions they participate in. **Inner Core with Boston is just over half of MPO population and has 50% of seats with this fairer STEP proposal.**



REGIONAL TRANSPORTATION ADVISORY COUNCIL



July 5, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Version 2 of the Boston Region MPO's Memorandum of Understanding

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) has been involved in discussions regarding the Boston Region MPO's next Memorandum of Understanding (MOU) as members of the Transportation Planning and Programming Committee. We would like to thank the MPO for voting to include the Advisory Council as a full voting member of the MPO. The Advisory Council is a primary avenue for participation in the MPO process for many advocacy groups, municipalities, state agencies, and business organizations. This change will allow these groups to become more actively engaged with the MPO as it seeks to improve our environment and economy with transportation investments.

Another key issue that arose during these discussions was municipal representation on the MPO. The Advisory Council supported increasing the municipal representation on the MPO, in order to broaden and diversify the set of voices on the MPO and ensure that the needs of the entire region are considered. However, we are concerned about how the draft MOU allocates the additional seats. The proposal increases the number of elected municipalities on the MPO from six to 12. Eight of the seats are reserved for municipalities representing each MAPC subregion, and four are at large seats. Additionally, the City of Boston would receive a second seat on the MPO.

The problem we see is that the Inner Core subregion will likely be very underrepresented based on its share of the region's population. Under the draft MOU, the Inner Core (including Boston's two seats) could have as few as three of the 14 municipal seats (21%). We ask the MPO to consider the following figures and facts that support adding safeguards to the MOU to ensure that the Inner Core is appropriately represented. The figures include data for the City of Boston.

- The Inner Core is home to approximately 51% of the region's population.
- The Inner Core is home to about 55% of the region's jobs.
- The Inner Core attracted 55% of the region's population growth between 2000 and 2010.
- The Inner Core is home to 75% of the region's minority residents.

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org

The last point is particularly important because it is a policy of the MPO to address the transportation needs of low income and minority persons. Additionally, the MPO should consider that the Inner Core is home to nearly the entire rapid transit system, the region's major international airport, freight shipping ports, critical industrial infrastructure that serves all of New England, much of the region's freight and passenger rail network, intercity passenger rail and bus terminals, several major highways, and attractions that bring tourists and business people from all over the world.

We acknowledge that an argument can be made that the importance of equitable geographic distribution of municipalities is mitigated by the notion that MPO members consider the transportation needs of the entire region when making decisions about how to allocate scarce transportation funds. However, we believe equitable geographic representation is still very important because the municipalities on the MPO are more aware of, and better understand, their own transportation needs and those of their immediate neighbors. The draft MOU will improve the MPO's awareness of transportation needs in the outer portions of the MPO, but we feel that there should be more balance among the representation so that the transportation needs of all parts of the Inner Core are better understood as well.

We therefore ask the MPO to allocate two seats for municipalities from the Inner Core subregion in addition to the seats held by the City of Boston. This will ensure that the Inner Core has at least 29% of the municipal votes and no more than 50% of the municipal votes, which is a share close to, although still smaller than, the Inner Core's share of the region's population. We also suggest that the additional Inner Core seat come from the four proposed at-large seats, and the remaining three at large seats be allocated to one town, one city, and one with no restrictions.

Thank you for considering our proposal, and for allowing additional comments on the draft MOU. We appreciate the public outreach conducted by the MPO and MassDOT on this important issue.

Sincerely,

A handwritten signature in cursive script that reads "Laura Wiener".

Laura Wiener, Chair



SENATOR
THOMAS M. MCGEE
THIRD ESSEX AND MIDDLESEX DISTRICT

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON, MA 02133-1053

Room 109C
TEL (617) 722-1350
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THOMAS.MCGEE@MASENATE.GOV
WWW.MASENATE.GOV

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WAYS AND MEANS

COMMITTEE ON
JUDICIARY

COMMITTEE ON
GLOBAL WARMING AND
CLIMATE CHANGE

July 5, 2011

Jeffrey B. Mullan, Secretary & CEO
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

Dear Secretary Mullan:

We are writing to express our strong support for the revised Memorandum of Understanding which is currently under review by the Boston Metropolitan Planning Organization. We appreciate the considerable time and effort that the MPO has expended in making what we consider to be substantial improvements to the structure and operations of the MPO.

By including more municipalities as voting members of the MPO and by ensuring that each sub-region has a direct voice to the full membership, we feel that the entire region will benefit from a more equitable and transparent transportation planning process. We recognize that the discretionary funds programmed by the MPO are only a small portion of the work conducted by the MPO but we feel strongly that having more voices at the table and meeting periodically outside of Boston will serve to increase awareness of the difficult decisions made by the MPO and will lead to greater regional equity over time.

We would like to commend the members of the MPO and the Central Transportation Planning Staff who have worked diligently over the past several months to address the concerns raised with the current MOU. It is our hope that the new draft MOU will be signed and put into effect as soon as possible to allow ample time for the election procedures to be shared with all 101 cities and towns within the region. We look forward to working with you and the MPO members as we face the ongoing challenges of transportation financing and programming.

Sincerely,



Thomas M. McGee
State Senator
3rd Essex and Middlesex



Robert F. Fennell
State Representative
Tenth Essex



Steven M. Walsh
State Representative
Eleventh Essex



Lori Ehrlich
State Representative
Eighth Essex



Donald H. Wong
State Representative
Ninth Essex

Sean Pfalzer

From: Mike Callahan <mcallahan@ctps.org>
Sent: Tuesday, July 05, 2011 3:41 PM
To: Sean
Subject: FW: public comment on MPO's amended Memorandum of Understanding

FYI

From: Friends of the Community Path [mailto:friendspath@yahoo.com]
Sent: Tuesday, July 05, 2011 3:34 PM
To: publicinformation@bostonmpo.org; Jeffrey.Mullan@state.ma.us; David.Mohler@state.ma.us; pwolfe@ctps.org
Cc: pamela.stephenson@dot.gov; david.chandler@dot.gov; michael.chong@dot.gov; william.gordon@dot.gov; Margaret.Griffin@dot.gov; spalding.curt@epa.gov; dierker.carl@epa.gov; wells.sharon@epa.gov; Rebecca Schrumm; Alan Moore
Subject: public comment on MPO's amended Memorandum of Understanding

To the Boston Region Metropolitan Planning Organization

We are writing on behalf of the Friends of Community Path to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU). We would greatly appreciate your attention to and assistance in dealing with these concerns.

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

With Best Regards,
Lynn Weissman and Alan Moore
Friends of the Community Path
<http://www.pathfriends.org/scp/>
<http://www.facebook.com/pages/Friends-of-the-Community-Path/129724153751066>
(617) 776 7769

The mission of the Friends of the Community Path is to link the Minuteman Bikeway and Charles River Path networks, by extending the Community Path along the future Green Line extension.

"To Lechmere... and Beyond!!"



33 Broad Street | Suite 300 | Boston, MA 02109
Tel: 617-502-6240 | Fax: 617-502-6236

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Richard A. Dimino
#President & CEO

* Executive Committee
† Former Chairman

July 5, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building, 10 Park Plaza, Suite 4150
Boston, MA 02116

Re: Comments on the Current Draft Amended Memorandum of Understanding on the Boston MPO Planning Process

Dear Mr. Mohler:

On behalf of A Better City (ABC) I am pleased to submit the following comments on the Draft Amended Memorandum of Understanding on the Boston MPO planning process distributed for comment on June 3, 2011.

A Better City recognizes that it is important to update the process under which the Boston MPO operates periodically in order to reflect the realities of the transportation planning landscape. We believe that it is important to establish a structure that will make the planning process that draws together so many interests run as smoothly as possible while providing fair representation for all of those interests. We believe that eliminating the function of the Transportation Planning and Programming Committee and incorporating its former activities back into the full MPO can be a useful step in streamlining the process.

We are concerned, however, that the proposal to increase the size of the Boston MPO membership has the potential of placing an additional burden on the decision making process that is already cumbersome and unclear. It does not appear that the proposed allocation of voting members corresponds closely to the region's population distribution, travel patterns, employment distribution, and economic activity. The distribution of existing transportation assets, which are more concentrated in the inner core than in the outlying communities, also represents a factor suggesting that the votes of the MPO should also follow a more concentrated pattern than is suggested in the proposed changes.

As seen in recent work of developing the current Long Range Transportation Plan, it is already a challenge for the MPO to make decisions that take into consideration the details and closely adhere to the findings of the needs assessment analysis as well as MPO's own criteria for selecting projects for the TIP and Long Range Transportation Plan. Meaningful discussion of the detailed analysis of projects and how well they meet selection criteria is not possible in a large group. Falling back on basing the next plan on the projects included in the previous plan without the benefit of careful consideration and discussion of the thorough, new needs assessment and any changes in current conditions represents a shortcut that may have been necessitated to expedite

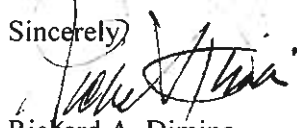


the decision making of an already large group of MPO members. Increasing the size of the MPO membership will not make the future process of allocating limited transportation resources any easier or more efficient.

While we appreciate the democratic spirit of the proposal to involve a wider range of interests, we question its practicality. We believe that the existing structure of the MPO allows an opportunity for local representation and that spreading more members in each corner of the region is not necessary. We ask you to reconsider and look to establish a structure for the Boston MPO and allocation of votes more supportive of the aim of distributing federal resources where the identified needs are greatest and will have the most beneficial impact on the existing transportation, economic, and population centers in the region.

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. Dimino". The signature is written in a cursive style with a large initial "R".

Richard A. Dimino
President and CEO

cc: Secretary Jeffrey Mullan

From: alice grossman [mailto:aliceag@rcn.com]
Sent: Tuesday, July 05, 2011 3:53 PM
To: publicinformation@bostonmpo.org
Subject: changes to MPO structure

To the Boston Region Metropolitan Planning Organization

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

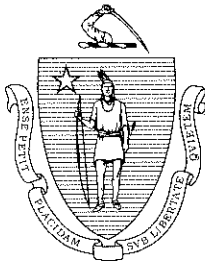
Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,

Alice Grossman

13 Robinson St

Somerville Ma 02144



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

CARL M. SCIORTINO JR.

REPRESENTATIVE

34TH MIDDLESEX DISTRICT
ROOM 134, STATE HOUSE
TEL. (617) 722-2400
FAX (617) 626-0127
E-Mail: Carl.Sciortino@state.ma.us

COMMITTEES:

Transportation, Vice Chair
Ways and Means
Health Care Financing

Dear Secretary Mullan:

We are writing to comment on the revised structure for the Boston Region Metropolitan Planning Organization (MPO). The new structure considerably expands representation for all of the subregions within the Boston MPO's boundary, but it is likely to weaken representation for the 19 Inner Core municipalities outside of Boston.

Under the new Memorandum of Understanding (MOU) membership structure voted out for public comment on June 2, each of the eight subregions will have its own representative. Although they will be elected by the 101 municipalities in the region, they must come from each subregion and it is reasonable to expect that they will represent and defend the interests of that subregion. Four additional communities will be elected at-large, two cities and two towns, to represent the entire region, and Boston will have two representatives.

The Inner Core municipalities outside of the City of Boston represent 32% of the region's population. Boston represents 20%. No other subregion represents more than 9%. Yet, each of the subregions has one vote, and Boston has two. How can the MPO justify giving a subregion with 5% of the population (two subregions have less than 6% of the region's population) the same voting strength as an area with 32% of the population, 24% of the region's employment, 21% of the region's road miles, and the majority of the region's transit and pedestrian infrastructure?

We recommend reducing the number of at-large seats from four to three, and adding a second representative for the Inner Core communities outside of Boston.

Our proposal would maintain the size of the MPO in the current proposal (22), and it would not weaken the strength of the State's voting bloc (5). An alternative would be to keep the four at-large seats, and add one additional seat for the Inner Core municipalities outside of Boston, increasing the total membership to 23. If sub-regional representation is going to be part of the MPO structure, it should be distributed fairly, with attention paid to the size of each subregion.

We respectfully ask you to support this recommendation. Thank you for your attention.

Sincerely,

Senator Patricia D. Jehlen

Representative Denise Provost

Representative Carl M. Sciortino, Jr.

Representative Timothy J. Toomey, Jr.

From: Rebecca Schrumm [mailto:rjschrumm@hotmail.com]
Sent: Tuesday, July 05, 2011 4:14 PM
To: publicinformation@bostonmpo.org
Subject: Public Comment on MPO 's amended Memorandum of Understanding

To the Boston Region Metropolitan Planning Organization

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions. It is my understanding that no calculation was used to determine fair representation.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the Inner Core as is currently proposed.

Sincerely,
Rebecca Schrumm
Somerville Resident
Friend of the Community Path
Somerville Comprehensive Plan Steering Committee
Somerville Chamber of Commerce Board of Directors

Kenneth J. Krause
50 Mystic Street Medford, MA 02155
781-396-0920 kenneth.krause@comcast.net

July 5, 2011

Mr. Jeffrey B. Mullan
Secretary of Transportation
Commonwealth of Massachusetts
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Secretary Mullan,

Thank you for this opportunity to comment on the proposed changes to the Boston Region Metropolitan Planning Organization's Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area (MOU).

As an active citizen advocate for improvements to all modes of transportation, in particular transit, bicycling and walking, I have been a regular observer and participant in Boston MPO planning activities, attending meetings, writing comment letters, and publicizing MPO activities and public comment periods in my community.

I appreciate the vitally important work the MPO performs, and also commend it for flexing highway funds to be used for completion of the Green Line Extension project to Route 16 in Medford in the 2016-2020 period. I see this is an indication of a move toward more equitable decisions with regard to allocating funds for transit, bicycling and walking projects.

I find less equitable, however, the proposed change to the MOU. While apparently intending to give a more equal voice to the residents of eight sub-regions across the commonwealth, the proposed MOU – perhaps unintentionally – would greatly reduce the representation of the most populous portion of the state, the 19 Inner Core municipalities outside of Boston.

These Inner Core municipalities contain 32 percent of the region's population (Boston represents 20 percent). No other sub-region represents more than 9 percent. In my view it is not fair to grant a sub-region with as little as 6 percent of the population the same voting strength as an area with 32 percent of the population, as well as 24 percent of the region's employment and 21 percent of the region's road miles.

Another serious flaw in the proposed MOU is that it would result in a major under-representation of the portion of the population identified by the MPO as environmental justice (EJ) communities. Boston and the Inner Core communities comprise 88 percent

of the communities designated by the MPO as environmental justice communities, compared to just 12 percent in the non-Inner Core communities.

Failure to give the environmental justice population an equal voice in the Boston MPO transportation planning and investment is not only unfair, it is ethically and morally wrong, and goes against the principals of the MPO and MassDOT.

I strongly urge you and the Boston MPO to reconsider the voting structure of the proposed MOU and, at a minimum, restore to two (2) the number of seats dedicated to representing the Inner Core communities.

Thank you again for this opportunity to comment.

Sincerely,

Kenneth J. Krause

Kenneth J. Krause
50 Mystic Street
Medford, MA 02155

-----Original Message-----

From: armando.caro@gmail.com [mailto:armando.caro@gmail.com] On Behalf Of Armando Caro
Sent: Tuesday, July 05, 2011 4:40 PM
To: publicinformation@bostonmpo.org
Subject: Concerns with proposed changes to the MPO structure

To the Boston Region Metropolitan Planning Organization

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities.

The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens.

The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,
Armando Caro
69 Lowden Ave
Somerville, MA 02144

-----Original Message-----

From: Glen Fant [mailto:glenfant@gmail.com]

Sent: Tuesday, July 05, 2011 5:31 PM

To: publicinformation@bostonmpo.org

Subject: Changes to the MPO structure

To the Boston Region Metropolitan Planning Organization

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities.

The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens.

The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,

Glen Fant

85 Winthrop St.

Medford, MA 02155

From: mliebetreu@comcast.net [mailto:mliebetreu@comcast.net]
Sent: Tuesday, July 05, 2011 7:59 PM
To: publicinformation@bostonmpo.org
Subject: Proposed Change in MPO Structure

To the Boston Region Metropolitan Planning OrganizationL

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,
Michelle Liebetreu
441 R Somerville Avenue
Somerville MA

From: Al [mailto:nuclearcoffee@gmail.com]
Sent: Tuesday, July 05, 2011 9:49 PM
To: publicinformation@bostonmpo.org
Subject: fair representation of 'inner core' communities.

To the Boston Region Metropolitan Planning Organization

Our family lives in a dense urban neighborhood that has more than its share of highways running through it.

We are concerned about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,
Alex and Ami Feldman

From: Alan and Jane [mailto:alanjane@peoplepc.com]
Sent: Tuesday, July 05, 2011 10:33 PM
To: publicinformation@bostonmpo.org
Subject: draft MPO MOU, please do not make changes

July 5, 2011

To the Boston Region Metropolitan Planning Organization

I am quite concerned about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU). I've reviewed it and heard discussions of at MPO meetings I've attended.

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of 8 sub-regions with very different populations. This change would result in an unfair under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,

Alan Moore
23 Cherry St.
Somerville, MA 02144

From: John Wilde [mailto:jw@l-architects.net]
Sent: Wednesday, July 06, 2011 9:07 AM
To: 'Mike Callahan'; publicinformation@bostonmpo.org
Cc: pathfriends@hacksaw.org
Subject: RE: Thank you for your feedback; subscription to MPO news and information e-mail service

To:
publicinformation@bostonmpo.org

To the Boston Region Metropolitan Planning Organization

The following is of serious concern to us living in Somerville:

We are writing on behalf of the Friends of Community Path to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,

John Wilde
224 Highland Avenue
Somerville, MA 02143

From: Maida Tilchen [mailto:maidatil@gmail.com]
Sent: Wednesday, July 06, 2011 3:34 PM
To: publicinformation@bostonmpo.org
Subject: concerns about the changes to the MPO structure

To the Boston Region Metropolitan Planning Organization

I really enjoy and use almost daily the Community Path as it goes through Somerville. I'm looking forward to its extension to Lowell Street, where I live, and beyond. For that reason I ask you to consider the following:

I am writing to express concerns about the changes to the MPO structure proposed in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

The draft proposes an expanded MPO, with two seats given to Boston instead of one, and one seat each to be voted by each of the eight very unequally populated sub-regions. This change would result in SEVERE under-representation of the inner core communities, whose 2010 population exceeds the combined population of all the other sub-regions.

This change would also result in seriously under-representing the communities identified by the MPO as Environmental Justice (EJ) communities. The non-inner core communities designated by the MPO as environmental justice communities equal 12% of the designated EJ communities' total population while Boston and the inner core communities represent 88%.

The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe under-representation of the EJ communities of the Inner Core as is currently proposed.

Sincerely,

Maida Tilchen

301 Lowell St #12

Pam Wolfe

From: Mark Chase <mark.e.chase@gmail.com>
Sent: Wednesday, July 06, 2011 2:06 PM
To: Jeffrey.Mullan@state.ma.us
Cc: Mohler, David (EOT); pwolfe@ctps.org
Subject: MPO Voting Representation

Dear Secretary Mullan,

I wish to support a proposal put forward by the Somerville Transportation Equity Partnership to allocate MPO voting based on the relative populations of the communities represented.

Best,

Mark Chase
13 Belmont Street
Somerville, MA
02143

--

Mark Chase

Transportation Planning Consultant

A good city is like a good party: you stay longer than you planned because it's so wonderful
~ Jan Gehl

Pam Wolfe

From: Janet Steins <janet.steins@gmail.com>
Sent: Wednesday, July 06, 2011 11:56 PM
To: Jeffrey.Mullan@state.ma.us; David.Mohler@state.ma.us; pwolfe@ctps.org
Subject: Proposed restructuring of the MPO voting membership

Dear Secretary Mullan,

I am in full agreement with the position of my neighbors and colleagues in STEP (Somerville Transportation Equity Partnership) that the proposed restructuring of the MPO will have a significant negative impact on Somerville and other inner core municipalities. The statistically large population of the inner core towns and cities justify proportional representation on the MPO. Moreover, the inner core communities deserve a significant voice in regional transportation planning because of existing circumstances of being burdened by regional transportation pollution and resulting negative environmental health problems.

I urge you to reject the Memorandum of Understanding that will be presented at Thursday morning's meeting and instead adopt the alternative structure for the MPO put forth by STEP.

Thank you,
Janet Steins
16 James Street
Somerville MA 02145

Pam Wolfe

From: Karen Molloy <karenmolloy@gmail.com>
Sent: Wednesday, July 06, 2011 8:10 PM
To: Jeffrey.Mullan@state.ma.us; publicinformation@bostonmpo.org
Cc: David.Mohler@state.ma.us; pwolfe@ctps.org
Subject: My Comments on Drafted Revision of Memorandum of Understanding

To the Boston Region Metropolitan Planning Organization

I submitting comments to express my deep concern about the proposed changes to the MPO structure described in the draft of the Boston Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU).

>From what I understand, the MOU proposes an expanded MPO, with two seats given to Boston, and one seat to non-Boston inner core municipalities and 7 seats to other sub-regions. This proposal means giving the inner-core communities outside of Boston 1 of 10 subregion seats, or 10%, even though these communities represent over 30% of the MPO's total population.

I'm not good at math, but this looks wacky and inequitable. Such a change would result in an unfair underrepresentation of the inner core communities, whose 2010 population exceeds the combined population of all the other subregions.

If the MOU proposal is adopted, will result in unfair severe under-representation of the urban inner core communities (except Boston), severe under-representation of the region's environmental justice population, severe underrepresentation of those disproportionately impacted by regional transportation pollution and severe unfair under-representation of those who of us who are transit dependent. This flies in the face of all principles of fair and equitable democratic voting, of environmental justice and of civil rights.

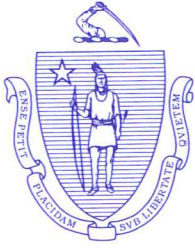
The inner core EJ populations are also among the most burdened by regional transportation pollution and environmental health burdens. (I know -- I live in one such inner core community bearing the health burdens from regional transportation pollution.) The most polluted 5% of the MPO region Traffic Analysis Zones, with roughly 100 times the mobile pollution emissions per square mile of land area as the least polluted TAZes of the region, have high concentrations of EJ population.

Any changes to the voting structure of the MPO must strive to represent the whole population of the region fairly and proportionally, and most certainly should not be done with such severe underrepresentation of the EJ communities of the inner core as is currently proposed.

I propose that the MPO allot Boston plus the other inner core communities (that is, just over 50% of the MPO population) receive 7 of 14 municipal seats.

Best regards,

Karen Molloy
197 Highland Ave.
Somerville, MA 02143
karenmolloy@gmail.com



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

July 6, 2011

Jeffery B. Mullan
Secretary and CEO
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, Massachusetts 02116

Dear Secretary Mullan

As legislators representing communities in the greater 495/MetroWest region we write to express our support for the new draft, version 2, of the amended Boston Region MPO memorandum of understanding which will be considered by the MPO on July 7th. We applaud the representatives serving on the MPO for their thoughtful and frank debate of the many issues raised as you have crafted the needed changes in this important governing document. We also commend you for reaching out broadly to the member municipalities by holding meetings to discuss the document in various places in the region.

In our letter of April 11, 2011, we expressed concern that as a governing document the MOU needed to reflect the dramatic changes that many of the 101 cities and towns have experienced in the years since the MOU was last redrafted, as well as the transformation by major legislative reform of the Commonwealth's transportation agencies. As our economy struggles to recover, transportation infrastructure investments will play a crucial role in sparking economic development and preserving the quality of life of our residents. To succeed, the planning and programming that guides those investments must rely on a comprehensive vision of the entire region that reflects the present day character of our economy and demographics.

Creating the needed vision and doing the hard planning work requires that we bring together the varied voices that exist throughout the large and diverse Boston Region. In many of our communities the MPO planning and programming process has been not well understood and therefore it has been difficult to assure robust participation in the very important task of planning transportation infrastructure investments. The only way to ensure participation is to empower those voices with the responsibility to carry out the vision.

The expansion of membership to include 7 additional municipal representatives and the regional transportation advisory council promises to revitalize community participation in this important process. By including a community from each of the MAPC sub-regions, as well as 4 at-large representatives, the document will encourage participation while bringing more nuanced understanding of the unique

character and needs of the various places that comprise the MPO. The fact that all 101 cities and towns will vote on the selection of these communities will reinforce the important principal that each representative is charged with making decisions which advance the good of the *entire* region.

We strongly support the proposed expansion of municipal representation to include 14 municipalities: -one from each of the 8 MAPC sub-regions to be elected by the entire region; 2 cities and 2 towns elected by the entire region without regard to the sub-region in which they are located; and, 2 permanent seats for the City of Boston

The new draft incorporates several changes which clarify the importance that the MPO places on transparency and participation by all member municipalities and the public – including providing voting membership to the Regional Transportation Advisory Council, the commitment to posting materials on the website, holding meeting throughout the region and the specific acknowledgement that geographic equity is a goal to be pursued in all certification documents. We strongly support these changes. The best decisions can only be made with involvement from every corner of the Boston MPO region so we must all work to find a way to increase the transparency of government activity and increase the involvement and commitment of our citizens.

Finally, the decision to review the MOU every year will create an atmosphere of continual improvement to the process. The many discussions over the weeks since the document has been the subject of review have made it clear that the MPO is an entity that works best when as many voices as possible contribute to its work. In order to be able to maintain a regional focus in decision making each municipality and sub-region must believe that its character is understood, its needs known, and that at some time in the future there is a possibility of resources being directed to meet broadly acknowledged needs. It is only in these circumstances that the citizens of the 101 communities will support the important investments in transportation infrastructure that the Commonwealth needs in order to remain a vital place to live and work. While the draft does not include everything we requested in our prior letter, we believe this revised MOU is a strong step in the right direction.

Again, in closing, we believe that the economic vitality and quality of life of each of the 101 cities and towns that make up the Boston Region is inextricably bound to a strong transportation infrastructure. The substantial investments that such infrastructure requires must be carefully and fairly made. We support this proposed redrafted MOU as a strong governing document which promises to increase participation from throughout the region to guide the work of the MPO and its staff.

Sincerely,



Senator Karen Spilka

2nd Middlesex and Norfolk



Senator Jennifer Flanagan

Worcester and Middlesex



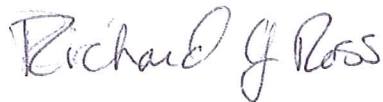
Senator Richard Moore

Worcester and Norfolk



Representative David Linsky

5th Middlesex



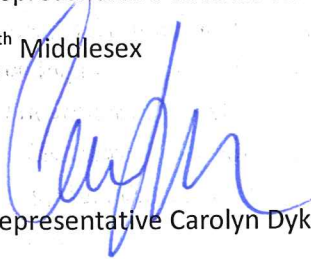
Senator Richard Ross

Norfolk, Bristol and Middlesex



Representative Thomas Sannicandro

7th Middlesex



Representative Carolyn Dykema

8th Middlesex



Representative Alice Peisch

4th Norfolk



Representative Denise Garlick

13th Norfolk



Representative Chris Walsh

6th Middlesex



Senator James Eldridge

Middlesex and Worcester

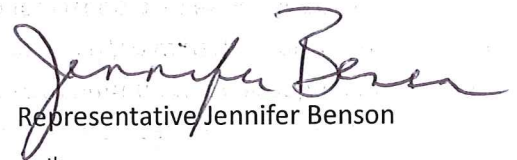


Representative Cory Atkins

14th Middlesex

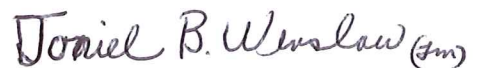
Representative Steven Levy

4th Middlesex



Representative Jennifer Benson

37th Middlesex



Representative Daniel Winslow

9th Norfolk

JOHN F. TIERNEY
6TH DISTRICT, MASSACHUSETTS

Congress of the United States
House of Representatives
Washington, DC 20515-2106

July 5, 2011

Mr. Jeffrey B. Mullan
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

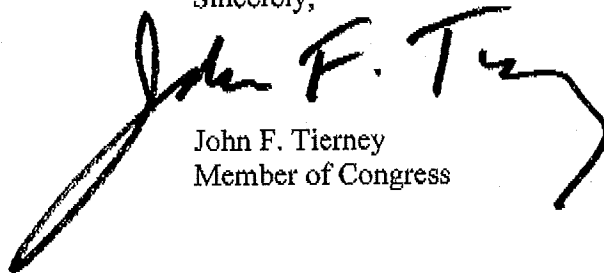
Dear Secretary Mullan:

I write regarding the Boston Metropolitan Planning Organization's (MPO's) draft Memorandum of Understanding (MOU). I am aware that several interested stakeholders and elected officials from the North Shore region, including State Senator Tom McGee, have weighed in with you on this matter. I would like to respectfully add my voice to theirs in strong support of the draft MOU.

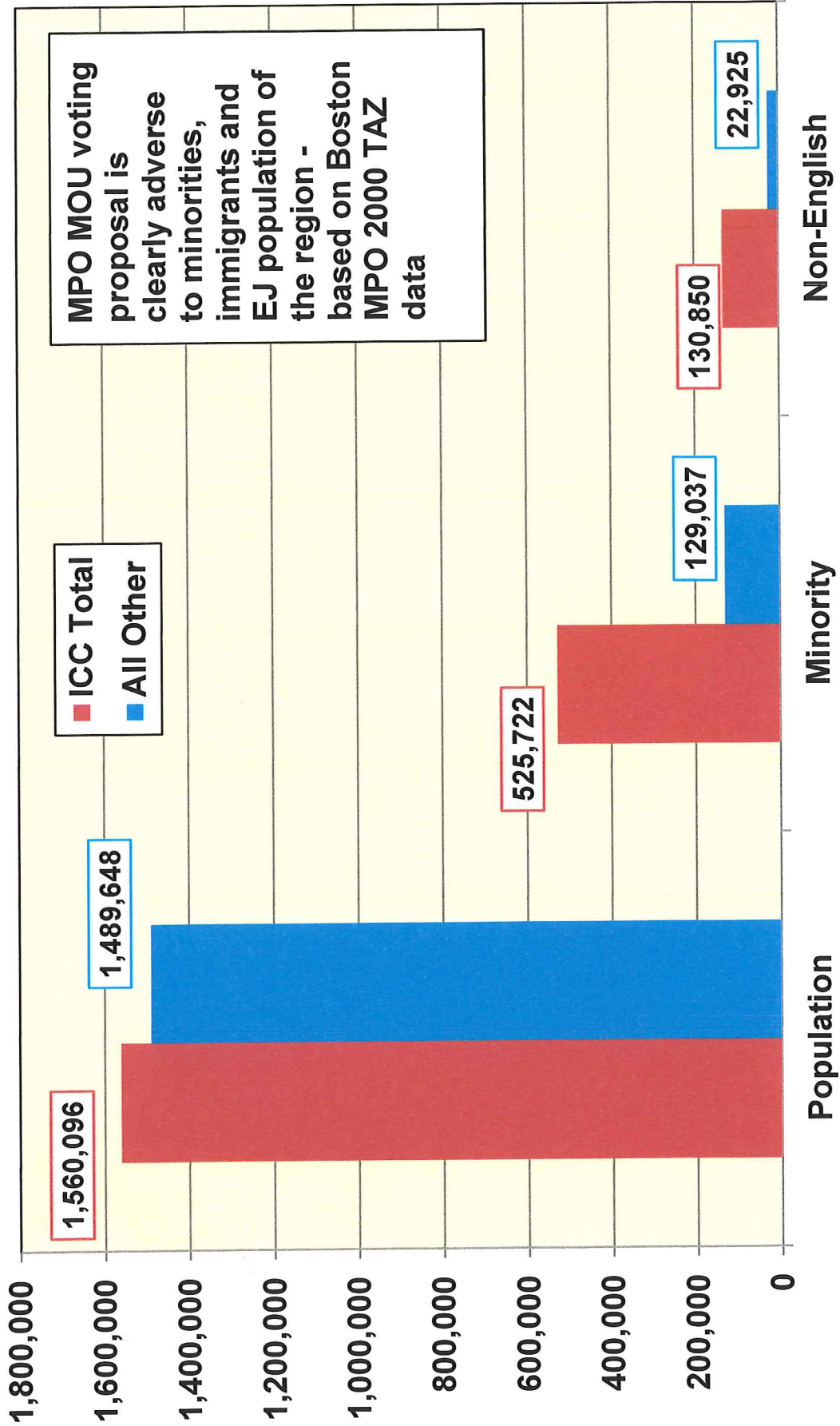
I commend the Boston MPO for its deliberative work to improve its structure and operations and share the view that this draft MOU will lead to a more transparent funding process. The inclusion of additional municipalities as voting members is expected to be beneficial and hopefully will ensure greater equity.

Thank you for considering my comments. I look forward to continuing our work together to address the Commonwealth's transportation challenges.

Sincerely,



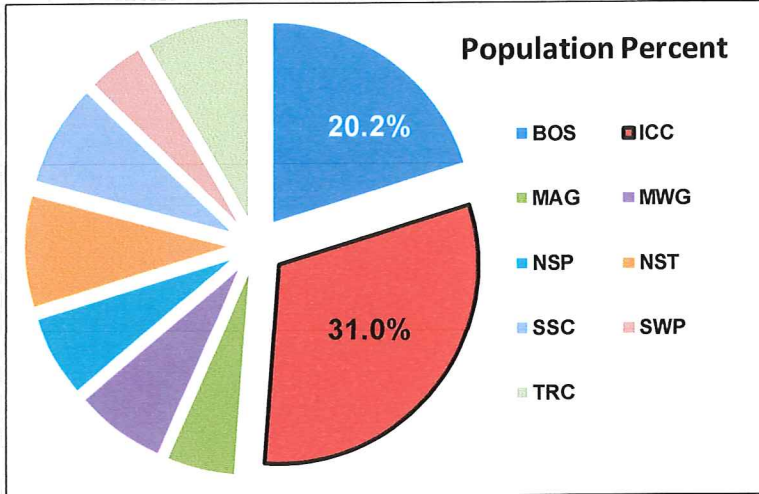
John F. Tierney
Member of Congress



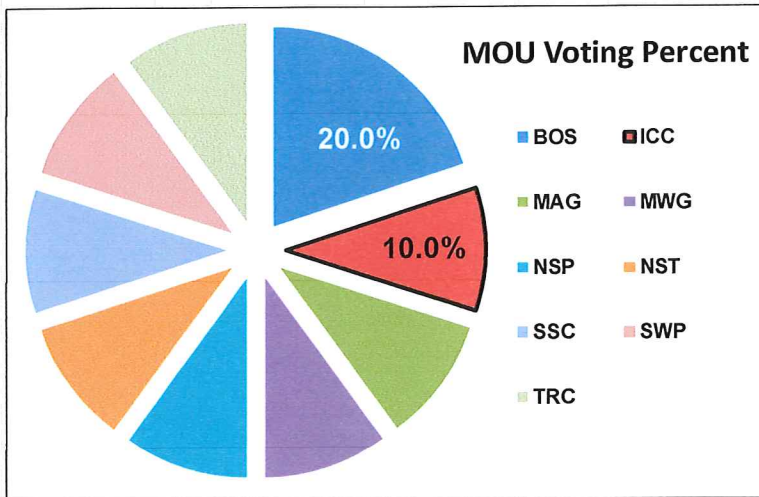
MPO MOU voting proposal is clearly adverse to minorities, immigrants and EJ population of the region - based on Boston MPO 2000 TAZ data

■ ICC Total
■ All Other

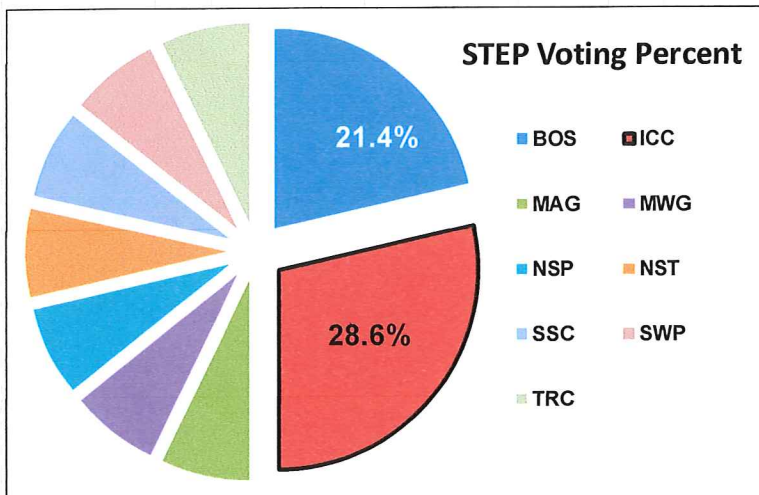
The Boston MPO has proposed a new voting structure which would allocate 14 municipal seats as follows: Boston 2, eight Sub-regions 1 each, at large 4. In the MPO MOU proposal the Inner Core (less Boston) has over 30% of the population and only 10% of the seats. STEP is proposing that the 14 seats be allocated as follows: Boston 3, Inner Core 4, seven Sub-regions 1 each. In the STEP proposal the Inner Core plus Boston have just over 50% of the population and exactly 50% of the municipal seats. The Inner Core, with most of the MPO's EJ communities, includes Boston plus Arlington, Belmont, Brookline, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Milton, Newton, Quincy, Revere, Saugus, Somerville, Waltham, Watertown, Winthrop. **STEP's voting proposal is much more equitable.**



MPO Subregion*	Population Percent	2010 Population
BOS	20.2%	648,250
ICC	31.0%	993,711
MAG	5.4%	172,441
MWG	7.2%	232,221
NSP	6.4%	206,224
NST	8.9%	286,749
SSC	8.2%	261,925
SWP	4.4%	141,409
TRC	8.3%	265,071
Region	100.0%	3,208,000



MPO Subregion*	MOU Voting Percent	2010 Population
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MPO Subregion*	STEP Voting Percent	2010 Population
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SWP	7.1%	141,409
TRC	7.1%	265,071
Region	100.0%	3,208,000



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770

July 7, 2011

David Mohler
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

The Three Rivers Interlocal Council (TRIC), a subregion within the Metropolitan Area Planning Council, holds the communities of Canton, Dedham, Dover, Foxborough, Medfield, Milton, Needham, Norwood, Randolph, Sharon, Stoughton, Walpole, and Westwood.

TRIC respectfully submits the following comments on the "Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area (MOU), Version Two." The 30-day public comment period for *Version Two* opened on Monday, June 6, 2011, and will close on Tuesday, July 5, 2011.

- We fully support the proposed changes in Section 2 of the MOU, "Composition and Roles of the Boston Region Metropolitan Planning Organization (MPO)." These proposed changes will position local perspective within the informed and open civic dialogue that occurs at the Boston Region MPO.
- We see the value of scheduling occasional meetings of the Boston Region MPO outside of the urban core. However, we may wish to make this change occur slowly, as opposed to moving immediately to one meeting quarterly "outside of the City of Boston."
- We feel that these proposed changes move the Boston Region MPO into a new and exciting period marked by equity, inclusion and informed public participation. We congratulate the membership of the Boston Region MPO for these thoughtful and significant proposed changes in the MOU.

Sincerely,

The block contains a handwritten signature in black ink that reads "Taber Keally". To the right of the signature is a circled handwritten initial "SK".

Taber Keally
Chair, Three Rivers Interlocal Council

Canton Dedham Dover Foxborough Medfield Milton Needham
Norwood Randolph Sharon Stoughton Walpole Westwood



TOWN OF WAYLAND

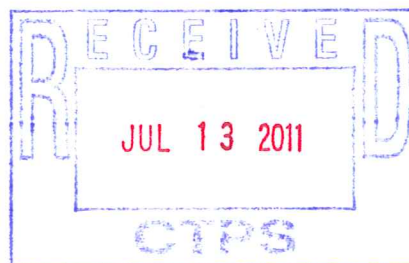
41 COCHITUATE ROAD
WAYLAND, MASSACHUSETTS 01778

FREDERIC E. TURKINGTON JR.
TOWN ADMINISTRATOR
TEL. (508) 358-7755
www.wayland.ma.us

BOARD OF SELECTMEN
JOHN BLADON
STEVEN J. CORREIA
THOMAS J. FAY
JOSEPH F. NOLAN
SUSAN W. POPE

July 11, 2011

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston MA 02116



Dear Chairman Mohler:


The Wayland Board of Selectmen discussed the proposed Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area at meetings on June 27 and July 11, 2011.

We write to endorse the proposed change to the composition of the membership of the Boston MPO expanding the number of cities and towns, believing that it will provide improved representation and better regional equity in decision-making on the allocation of Federal transportation funding for competing infrastructure projects. Other language changes that strengthen the role of municipalities are also welcomed.

We look forward to working with you and your colleagues on the Boston MPO to improve transportation planning throughout the region.

Sincerely,

WAYLAND BOARD OF SELECTMEN


Thomas J. Fay
Chair