

September 30, 2010

**MOU Update
Members' Ideas for Discussion – Memorandum of Understanding**

Member	Issue/Topic	Concern Raised	Comment or Remedy	Current MOU Section	Suggested Revision to MOU
Metropolitan Area Planning Council	Project Selection	MPO policies should be more effectively integrated with project selection.	MPO should increase emphasis on linking land use with transportation planning, with a focus on implementing GreenDOT policy directive.	Page 8, Section 4.B. Prioritization Criteria	
		State and local priorities need to be balanced in project selection.	State should provide adequate regional targets; MassDOT should design and implement MPO-programmed projects quickly.	Page 11, Section 4.D.2 Statewide Road and Bridge Program; Page 12, Section 4.D.3 Regional Road and Bridge Program; Page 12, Section 5. Development of MPO Highway Funding Targets	
	Information Flow	Important information (such as readiness and cost) arrives late to MPO; the MPO's ability to shift resources to other projects is limited.	There should be a schedule for regular updates to the MPO on progress of all projects at 75%; the MPO should keep a list of MPO (TIP criteria/LRTP policy-based) priority projects and programs (both those programmed and those unfunded) and a list of Highway Division priorities and provide regular updates on these; MPO should weigh in on MPO preferences for Highway Division priorities.	Page 8, Section 4.A Page 11, Section 4.D.2 Statewide Road and Bridge Program; Page 13, Section 6. Improvement of TIP-Related Information Page 14, Section 6B	Implement current language; make a new provision to provide for MPO input to MassDOT on MassDOT priorities; add text providing for quarterly progress reports on MPO and Highway Division priority projects and programs.
		Last minute notifications on readiness and cost reduce MPO's options; MPO then has no alternative but to program state priorities.	Materials for all meetings must be posted at least 48 hours in advance for an item to be considered when it involves a certification action.	Page 14, Section 6.B. TIP Project Information and Dissemination	Make a new requirement that information for certification actions must be pre-posted (48 hours) on MPO website.
			Information from the federal agencies on funding should be quickly transmitted.	Page 14, Section 6.A.	Add text.
	MPO Membership	MassDOT has strong influence over MPO decisions: MassDOT has four votes (agencies no longer independent), control over planning process, the MPO chairmanship, and favorable voting rules.	Eliminate the vote of the former MassTurnpike or replace the vote with a transportation-impacting entity such as Executive Office of Energy and Environmental Affairs or Executive Office of Housing and Economic Development.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	Revise the composition of MPO to either eliminate one MassDOT member or add a member reflecting energy, land use, housing interests.
	Project Initiation	With so many projects vying for limited transportation resources, there is greater need to prioritize projects. Sometimes MassDOT advances projects that are less consistent with MPO policies.	MPO should evaluate projects at project initiation (pre-25%) along with MassDOT review; MPO should give input during MassDOT Project Review Committee process or create an MPO PRC.	Page 14, Section 6.B. TIP Project Information and Dissemination	Add a section to MOU detailing MPO and MassDOT coordination on project initiation.
	Housekeeping	Some text is no longer relevant or needs to be updated.	Add or remove text as identified: Page 2 should have text on SAFETEA-LU; page 8 & 9 text on developing TIP criteria is outdated.		Add or remove text as needed.
	Refreshed Commitments		Many of the MPO's processes are already clearly spelled out in the current MOU. MPO processes would be improved if members reviewed and recommitted to implementing the existing MOU provisions.	None	

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Town of Bedford	Election Process for Municipal Membership	There is no guidance on whether it is appropriate for ballots to be pre-completed (during a campaign) for a candidate and circulated to municipalities.	Consider having one official ballot. The MOU should clearly state whether: 1) only MAPC may print and circulate ballots or material that looks like a ballot, or 2) any municipality may do so.	Page 4, Section D. Municipal Membership	Add text that makes the preferred option clear.
	MPO Membership		Consider lifting the specification of three cities and three towns for the elected municipal seats.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization (MPO), paragraph 3	
			Consider reducing the number of seats held by state agencies.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization (MPO), paragraph 1	
	Information Flow		Add provisions for timely dissemination of information related to agenda items, particularly for action items.	Page 4, Section 2.C. 1. Planning and Programming Committee Officers and Responsibilities, paragraph 2	
City of Boston	MPO Membership		The current number of members is at or close to the limits of a practical, workable organizational structure; any expansion of number of members would call for weighted voting	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 1	
	Voting Rules	The rules requiring “one elected municipality” for passage of a motion is onerous.	Text should be changed to simply “one municipality”.	Page 6, Section 2.F. Voting Rules	Revise text from “...one of the elected municipalities....” to “one municipality”.
Regional Transportation Advisory Council	Election Procedure	There are limitations with the current organization restricting cities and town and subregions.	Simplify and open up the process. Revise the election procedures to be less restrictive on whether members are cities or towns and which MAPC Subregion they are in.	Page 5, Section 2. D. Municipal Membership, paragraph 2	Add text to guide the revision of election procedures.
	MPO Membership		Consider whether there should be more municipalities on the MPO and whether they should be in the majority.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	
		The state currently has too many votes, since the Turnpike Authority was not removed from the MPO when it was eliminated in the transportation reform.	Consider replacing the seat with member/s, such as: Executive Office of Energy and Environmental Affairs (promoting concepts incorporated in MassDOT’s GreenDOT); Executive office of Housing and Economic Development (promote linking transportation planning and land use & economic growth); a Regional Transit Authority (suburban transit needs); a regional economic development organization.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	
			Consider having the Chair be elected by members.	Page 3, Section 2. Composition and Roles of	

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	Voting Rules	The voting system is complicated.	Consider having motions decided by a simple majority.	Page 6, Section 2. F. Voting Rules	
			The Advisory Council should have a vote on the MPO.	Page 3, Section 2, Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 2 and Page 5, Section 2. E. The Regional Transportation Advisory Council	On page 3, revise text to state that the Advisory Council has a vote on the MPO. On page 5, add text providing the Advisory Council a vote on the MPO.
	Functions and Roles		Consider whether committees should be chaired by state agencies or by other members.	Page 7, Section 3.C. Establishment of Committees and Task Forces	
	TIP Criteria		The committee should be reconstituted and the criteria reviewed and revised as needed.	Page 8, Section 4.B. Prioritization Criteria	
	Housekeeping	The Central Artery material is no longer relevant.	Revise or remove the Central Artery Section.	Page 10, Section 4.D. 1. Central Artery/Tunnel Project	Remove or revise this text.
	Development of Targets		Discuss the role of MARPA in allocation of federal funds to the MPOs.	Page 12, Section 5. Development of MPO Highway Funding Targets	
City of Somerville	Project Selection/Prioritization	Progress on SIP commitments is not meeting target dates.	Commitments are essential to the Central Artery Project and should receive the same priority.	Page 9, Section 4.C. Transit	Add language that gives priority to SIP transit commitments.
		The MPO has adopted the MetroFuture growth plan.	Projects advanced by MassDOT Highway Division should conform to TIP Criteria and MAPC and MPO goals	Page 12, Section 4.D.3. Regional Road and Bridge Program	
	Development of Targets		Existing provisions should be retained and revived.	Page 12, Section 5. Development of MPO Highway Funding Targets	Keep provisions
	Information Flow	Members are not given enough time to review new proposals and changes.	The current language is not specific enough; members should be given a week to prepare for votes on TIP items.	Page 13, Section 6.B. TIP Project Information and Dissemination	Revise text to provide for receipt of information one week in advance of proposed TIP action.
	MPO Membership	Transportation agencies have been reorganized.	The number of MassDOT seats should be reduced. The Executive Office of Housing and Urban Development should fill one of the former MassDOT seats. Consider Executive Office of Energy and Environmental Affairs should fill another seat. This would increase inter-agency coordination	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 1	Revise text.