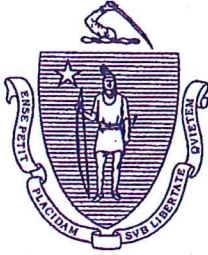


**Boston Region MPO
Memorandum of Understanding
Written Public Comments, May 11, 2011**

| Name | Affiliation | Date | Remarks |
|--|-----------------------------|-----------|--|
| Senator Thomas McGee | Massachusetts Senate | 4/11/2011 | <ul style="list-style-type: none"> * Current MPO operation is not inclusive enough. * System is complex and frustrating. * A member of the Legislature should be added to the MPO. * All information to be discussed at meetings should be posted at least 48 hours in advance. * The MPO should strive to have a geographically diverse membership. This may require the addition of more municipalities to the MPO. * There should be term limits for the municipal members of the MPO. * The RTAC should actively bring together all stakeholders and ensure that any sub regions and concerned groups are not underrepresented on the RTAC. * TIP information, such as the First Tier of Projects, the Universe of Projects, and the evaluation criteria for projects should be posted online. * Detailed future federal aid payments for the Central Artery/Tunnel project should be posted online. * The MPO should meet quarterly in a location other than Boston. |
| MetroWest Legislators including Sen. Spilka, Rep. Benson, Rep. Linsky, Sen. Ross, Rep. Sannicandro, Sen. Flanagan, Rep. Walsh, Sen. Eldridge, Rep. Atkins, Rep. Levy | Massachusetts General Court | 4/12/2011 | <ul style="list-style-type: none"> * The MetroWest region is growing dramatically and is a powerful economic center. Economic vitality is tremendously important and the suburban areas are home to many new industrial clusters. * Transportation agencies were recently reorganized, and transforming the MPO would be consistent with what happened at the state level. * The MPO should build a new Memorandum of Understanding on a new vision, rather than using the existing MOU as the baseline. * The requirement that the MPO should have an equal number of elected cities and towns should remain. * The MetroWest Regional Transit Authority should be added as a voting member. * The MOU should recognize that local government have an essential role to play in programming transportation funds, not just the City of Boston. * There should be a member of the MPO that represents the business/employer community. * Geographic diversity should be a TIP project evaluation criteria. * The text requiring a \$400 million statewide road and bridge program, exclusive of the Central Artery, should be retained. |
| Paul Yorkis | Town of Medway | 4/27/2011 | <ul style="list-style-type: none"> * The inner core and Boston have too much voting weight. * The MPO should retain the requirement that 3 elected municipalities be towns. * The MPO should consider giving GATRA a seat on the MPO. They serve Medway, Franklin, and Bellingham. * There should be more transparency and public involvement regarding the TIP evaluation criteria. * The TIP process needs to evolve to make it easier to use non-formula transportation funds, such as earmarks. * The Boston Region MPO should have a large number of projects "shovel ready" in case unforeseen funding becomes available. * Corridor projects should not be designed piece meal by the towns along the route. Good highway planning needs to look at the whole highway, in the way that transit planning considers the entire corridor and does not ask individual towns to design their piece of the corridor. * Regional geographic equity should be a criteria for project selection. A more equitable allocation of funds will help the entire region. |
| Denis Fraine | Town of Bellingham | 4/28/2011 | The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. |
| Louis Celozzi | Town of Milford | 4/29/2011 | The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. |
| Robert Markel | Town of Ipswich | 4/29/2011 | <ul style="list-style-type: none"> * The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. * Opening up the board to more members would create a chaotic situation. |

| Name | Affiliation | Date | Remarks |
|---------------------|--|-----------|--|
| Arnold Pinsley | Natick resident | 5/2/2011 | <ul style="list-style-type: none"> * MassDOT, Massport, and the MBTA should be represented solely by MassDOT. * The MBTA and Massport seats should be replaced by seats for the MetroWest Regional Transit Authority and the Cape Ann Transit Authority. * Travel patterns have changed over the last 40 years. Travel is less oriented towards Boston. The majority of work trips originating in MetroWest are destined for a location in MetroWest. |
| Frank DeMasi | Wellesley resident | 5/2/2011 | <ul style="list-style-type: none"> * The MetroWest Regional Transit Authority, Cape Ann Transit Authority, and a Transportation Management Association (TMA) should have seats on the MPO. * An economic development entity should have a seat on the MPO. * The MPO should intensify its recruitment of cities and towns to run for the municipal MPO seats. * The number of MPOs should be reduced to build larger representative groups. A MetroWest MPO could consist of the MAPC MetroWest sub region, the Montachusett MPO and the Central Mass. MPO. |
| Patrick Reffett | Town of Natick | 5/2/2011 | <ul style="list-style-type: none"> * The state has under-invested in transportation in MetroWest despite strong growth. A reformation of the existing MPO would give Metro West and opportunity to have better representation. * Three of the elected municipal seats should be held by towns. * The MetroWest Regional Transit Authority should be a voting member of the MPO. * The "other" 100 communities in the MPO area should also have an essential role in transportation planning and programming. * The state should only have 1 vote on the MPO in light of the 2009 consolidation of transportation agencies. * A representative of the business/employer community should be added to the MPO. * Geographic equity should be part of the TIP decision making process. * The requirement that at least \$400 million be spent annually on a statewide road and bridge program should be retained. |
| Ed Carr | MetroWest RTA | 5/3/2011 | <ul style="list-style-type: none"> * MetroWest Regional Transit Authority is a designated recipient of federal funds and is required to participate in transportation planning. * As a member of the MPO, the MetroWest RTA would bring the perspective of suburban public transportation issues to the MPO. * RTAs present an opportunity for communities to come together to share perspectives and consider the transit needs of the 11 municipalities that are represented by the MetroWest RTA. * Having a representative participate on the MPO allows for more understanding of what is happening during the process. |
| Gino Carlucci | South West Advisory Planning Committee | 5/5/2011 | <ul style="list-style-type: none"> * The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. |
| Jim Gallagher | Somerville resident | 5/9/2011 | <ul style="list-style-type: none"> * The MOU should include a requirement that meeting materials be posted on the MPO's website and available to the public at least 48 hours prior to any Transportation Planning and Programming Committee or MPO meeting. * If necessary information is not available to the public at least 48 hours in advance of the meeting, the agenda item should be tabled until the next meeting. |
| Mayor Thomas Menino | City of Boston | 5/10/2011 | <ul style="list-style-type: none"> * The City of Boston hosts a substantial portion of the region's major highway, transit, rail, and port facilities. * 19.6% of the region's population and 30.4% of its jobs are in Boston, yet Boston only has 7.1% of the MPO's votes, and 14.3% of its municipal votes. * Boston is expected to produce a large share of the region's population and job growth from now to 2035. * It's important that the MOU deliberations do not lead to a diminution of Boston's relative representation on the MPO. * Any revisions to the MPO's structure and operation should provide Boston with representation commensurate with its population, jobs, and transportation facilities. |

| Name | Affiliation | Date | Remarks |
|---|-----------------------------|-----------|--|
| Thomas Bent and Michael Lambert | City of Somerville | 9/29/2010 | <ul style="list-style-type: none"> * The SIP Commitments should receive the same protections and priority that was accorded construction of the Central Artery/Tunnel in the MOU. * The MOU should continue to call for funding estimates to be provided to the MPO before MARPA meetings, and for two representatives to accompany MAPC to budget deliberations. * Projects supported by the MassDOT Highway Division should offer clear evidence of conformity to TIP criteria and the MPO's goals. * MPO members should have at least one week to consider any proposed changes to the TIP. * MassDOT's number of seats on the MPO should be reduced. The state's Housing and Economic Development agency should fill one of the eliminated seats, and EOEAA should be considered to fill another. |
| Dennis Harrington | City of Quincy | 5/11/2011 | <ul style="list-style-type: none"> * Boston is home to 618,000 people and hosts the majority of the region's "built infrastructure." It should continue to play an integral role. * Quincy has the third highest population in the region, and its representation (and the South Shore) should be strengthened. * Quincy does not support MAPC subregional representation. Any increase in membership should be based on geography and population alone. The 3 largest cities other than Boston should be considered for permanent seats on the MPO board (1 west, south, and north of Boston). * Advocacy groups should participate in the MPO process through its Advisory Council. It would be too difficult to prioritize what type of advocacy groups can run in the MPO election. * Quincy does not support term limits for MPO members. It takes years for members to learn the MPO process. |
| Boston City Council | City of Boston | 5/11/2011 | <ul style="list-style-type: none"> * Any revisions to the governing structure of the MPO should equitably account for the proportion of population and jobs in the City of Boston relative to the entire MPO region. * The MPO should also consider that Boston hosts numerous regional attractions that draw millions of visitors each year. |
| State legislators including Rep. Basile, Rep. Michlewitz, Rep. Holmes, Rep. Coppinger, Rep. Sanchez, Sen. DiDomenico, Rep. O'Flaherty, Rep. Collins, Rep. Rushing, Rep. Malia, Sen. Petruccelli, Sen. Rush's Chief of Staff, John Regan, Rep. Henriquez | Massachusetts General Court | 5/11/2011 | <ul style="list-style-type: none"> * The City of Boston hosts a substantial portion of the region's major highway, transit, rail, and port facilities. * 19.6% of the region's population and 30.4% of its jobs are in Boston, yet Boston only has 7.1% of the MPO's votes, and 14.3% of its municipal votes. * Boston is expected to produce a large share of the region's population and job growth from now to 2035. * It's important that the MOU deliberations do not lead to a diminution of Boston's relative representation on the MPO. * Any revisions to the MPO's structure and operation should provide Boston with representation commensurate with its population, jobs, and transportation facilities. |



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, ROOM 112, BOSTON 02133-1053

SENATOR THOMAS M. McGEE
THIRD ESSEX AND MIDDLESEX
DISTRICT

TEL: (617) 722-1350
FAX: (617) 722-1005
Thomas.McGee@MASenate.gov

COMMITTEES:

CHAIR - LABOR & WORKFORCE DEVELOPMENT
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VICE-CHAIR - CHILDREN, FAMILIES AND
PERSONS WITH DISABILITIES
VICE-CHAIR - FINANCIAL SERVICES
JUDICIARY
TRANSPORTATION

April 11, 2011

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

Dear Secretary Mullan:

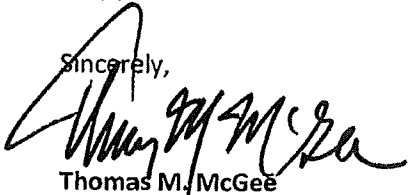
I have reviewed the draft Memorandum of Understanding by and among the members of the Boston Metropolitan Planning Organization and submit for your consideration my input as this governing document is updated to meet the evolving needs of the region's transportation planning and programming. Subsequent to major reform in the Commonwealth's transportation organization over the past two years, it is my hope that the MPO will take this opportunity to embrace a regional focus that strives to be more inclusive, accessible and transparent to all stakeholders.

The size and diversity of the Boston MPO region will always dictate that there are competing transportation needs within the region for a limited amount of funding. However, it has been my experience, over the past few years specifically, that the system for planning and prioritizing projects and funding is not meeting the criteria set by the federal government in the 3-C process. In fact, it is my belief that the current system is severely lacking in outreach and inclusiveness to the extent that the MPO's ability to ensure regional equity is compromised. Both in the face of budget cuts and during the influx of one-time federal stimulus funds, I have experienced frustration in trying to work within the current structure of the MPO. I would respectfully suggest that the revised MOU is an important opportunity to correct many issues that make the transportation planning process of the Boston MPO a complex and frustrating process for stakeholders at both the state and local levels. I make the following suggestions based on close observation and continual participation in the MPO's current planning practices:

1. In Section 2, I would recommend that a member of the Legislature whose district is part of the Boston MPO region be added to the list of entities comprising the voting membership of the MPO. The current membership includes members of the executive branch and a cohort of municipal officials but does not allow for participation by officials elected to the Legislature. I would suggest that having a Legislator on the MPO would enable greater transparency into the programming and planning of transportation projects within the region.
2. I would amend Section 2, subsection C1 to state that the timely dissemination of information to members of the MPO and the public requires that **all materials to be considered at a meeting** of the MPO or any subcommittee thereof be made available online 48 hours in advance of said meeting.
3. The election process by which municipal members of the MPO are selected should be amended to require that "the process for nominating and electing the six other municipal members shall be approved by the Boston Region MPO to fulfill the objective of having a **geographically diverse membership...**" which may necessitate additional municipal seats on the MPO to ensure equitable representation across the region and among cities and towns.
4. In Section 2D, I would further suggest including language that limits the number of consecutive terms for which a municipality may serve as a voting member of the MPO.
5. In Section 2E, I would amend the principal mission of the Advisory Council to require that the council be responsible for "**actively bringing together**" the listed stakeholders and "**to ensure broad and robust participation**" such that if any sub-region or concerned group is not represented the Advisory Council would conduct outreach to the public and private entities that are underrepresented among the voting members of the Advisory Council.
6. In Section 4A, I would further require that the identified First Tier Projects list and the Universe of Projects list be maintained and made available to the public online. Similarly, in Section 4C, I would require that the prioritization criteria be maintained and made available to the public online.
7. In Section E1, I would clarify that the detailed future federal aid payments for the Central Artery/Tunnel project as specified be made available online to members of the public.
8. Lastly, I would put forth a new requirement that the MPO meet at least once quarterly in a location other than Boston and that the meetings outside of Boston rotate around the region to provide greater access to the work conducted by the MPO.

It is my strong belief that these recommendations would result in a more transparent and inclusive 3-C planning process for the entire region as required by the federal government. It is my sincere hope that adopting these recommendations will allow us to move forward in a very positive direction to meet the challenges of planning and programming that considers "all transportation modes and supports metropolitan community development and social goals" throughout the region. Thank you in advance for your consideration of these suggested amendments to the Draft Memorandum of Understanding. If I may provide further information or answer any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom McGee', written over a large, stylized initial 'T'.

Thomas M. McGee

State Senator

Third Essex and Middlesex District



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

CAROLYN C. DYKEMA

STATE REPRESENTATIVE

8TH MIDDLESEX DISTRICT

ROOM 473F, STATE HOUSE

TEL: (617) 722-2210

Rep.CarolynDykema@hou.state.ma.us

Committees:

Environment, Natural Resources & Agriculture

Community Development & Small Business

Veterans & Federal Affairs

April 12, 2010

Jeffery B. Mullan

Secretary and CEO

Massachusetts Department of Transportation

10 Park Plaza, Suite 3170

Boston, Massachusetts 02116

Dear Secretary Mullan:

I write today in support of the letter written by my colleagues of the MetroWest Caucus commenting on the Boston Region Metropolitan Planning Organization (Boston MPO) new memorandum of understanding (MOU) among the member entities of the Boston MPO. That letter is enclosed.

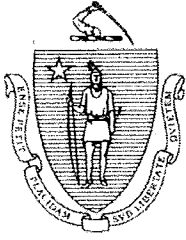
Thank you for your consideration in this matter. Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Carolyn C. Dykema".

Carolyn C. Dykema

8th Middlesex District



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

MASSACHUSETTS
DEPARTMENT
OF TRANSPORTATION

APR 12 2011

April 12, 2010

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

Dear Secretary Mullan

We, as elected officials representing communities in the MetroWest/Greater 495 region, have long had an interest in the transportation infrastructure programming process as determined by the Boston Region Metropolitan Planning Organization (Boston MPO). As such, we have examined the proposed new draft of the memorandum of understanding (MOU) among the member entities of the Boston MPO. As we feel that the MetroWest/Greater 495 region is in danger of being hamstrung by the antiquated infrastructure planning system that the Boston MPO represents, we wish to take this opportunity to encourage you to go beyond your stated objective of updating the existing MOU to "reflect the reorganization of the state's transportation agencies" and build a new MOU based on a vision similar to the one that created MassDOT.

The recent transportation reform legislation, *Chapter 25 of the Acts of 2009*, was a dramatic restructuring that introduced accountability as well as efficient, effective coordination of all surface transportation activities. Under your leadership, Mass DOT has embraced the vision of that landmark legislation and created a unified, independent and successful agency that we can all be proud of. A new memorandum of understanding to guide the work of such a large Metropolitan Planning Organization as the Boston MPO should be equally bold and transformative.

In the years since 2001, the last time the MPO redrafted its MOU, many of the 101 towns and cities which comprise the region have experienced dramatic changes in their need for and use of transportation assets. The area that we represent—the MetroWest/Greater 495 Region—now has the second largest employment base in the Commonwealth, with 1 out of every 11 jobs in the state and a

payroll approaching \$18 billion. Many of the Commonwealth's major businesses have established headquarters here. In addition, as of 2007 a full 78% of all Framingham residents commuted to jobs within this region, a trend that is echoed throughout other MetroWest/ Greater 495 cities and towns. This is a clear change from the 'hub and spoke' model that the Boston MPO was set up to program for. Despite these changing circumstances—and the clear emergence of our region as an economic powerhouse—the Boston MPO is designed to apply old-fashioned formulas to determine how infrastructure dollars are distributed.

As the Commonwealth climbs out of this terrible recession and into a broad-based recovery, it must rely on the economic vitality of this region. Other suburban regions of the Boston MPO have similarly become home to emerging industry clusters. If existing businesses are to be retained or grown, and new businesses are to be established, the strengths of all the 101 cities and towns in the MPO must be relied upon.

Transportation infrastructure investments will play a crucial role in our economic recovery. The planning and programming that guides those investments must rely on a comprehensive vision of the entire region that reflects existing reality. Creating that vision and doing that work requires that we bring together the diverse voices that exist throughout the region. Those voices must be empowered with the responsibility to carry out the vision. They must be voting members of the MPO.

Again, we believe that the best course would be to build a new MOU based on a new vision rather than use the existing MOU as a baseline document that merely needs amendment. However, we have specific concerns with the text of that document which need to be addressed in any MOU adopted:

Draft MOU Part 2. Composition and Roles of the Boston Region MPO.

Voting Membership for Towns.

The current agreement specifies the members shall include three towns and three cities, plus the City of Boston. The draft proposes to change this to six municipalities, plus the city of Boston. The unique perspective of small and large towns is potentially diminished without the certainty of three reserved seats. Without that guarantee, cities with larger centrally controlled staffs will likely get more representation.

→ We urge you to maintain the requirement that three seats be held by towns.

Voting Membership for the MetroWest Regional Transit Authority (MWRTA).

In 2007 the largest area of the state without any regional public transportation formed the MWRTA. In less than 4 years, communities with a combined population of 240,000 have joined and another town of 28,000 may join in the near future. The need for public transit in the region remains acute. The MWRTA's vision for providing that service is innovative and unique,

as is necessary to provide public transportation in a job-rich suburban environment. The MWRTA should therefore be a voting member of the MPO.

The voting membership of every other MPO in Massachusetts includes the regional transit authority that serves the region. The wisdom of this representation is widely acknowledged, even required by the federal government for some MPOs since 1992. The creation of a vision for regional transit and the establishment of priorities for investment in public transportation are unnecessarily limited when certain RTAs are excluded from the discussion. While the draft MOU continues voting representation for both the MBTA and its Advisory Board, it fails to provide for voting participation by either of the two regional transit authorities centered in the region.

→ We urge you to include a voting membership for the MWRTA.

Draft MOU Part 3. Functions and Roles of the Boston Region MPO and its Communities.

State, local and regional participation.

The existing membership is heavily weighted to entities with either a statewide or inner core focus. This may have been appropriate when the Boston Region MPO was first founded, but for the reasons stated above it is no longer the best way to ensure that we meet the goals of the 3C process, as required by federal statutes and articulated in the *whereas* clauses of the draft MOU.

One of the aspects of greatest concern in the draft MOU is the call for a process that is cooperative—"requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process"—but also includes language describing the City of Boston as having a "unique and essential" role in transportation planning and programming decisions, and "general purpose local governments" with an "important" role in the same decisions.

→ If "general purpose local governments" is meant to describe the other 100 cities and towns then the clause should acknowledge that they too have an essential role in planning and programming decisions.

The stated goal of a process that is "comprehensive, including ... planning and programming for the entire Region and examining all modes so as to assure a balanced planning effort" would undoubtedly be better served with more representation from the broad range of stakeholders in the community. The draft MOU does not expand the diversity of voices on the MPO. The existing MOU had seats for three agencies which were consolidated by transportation reform;

the draft MOU merely provides the secretary of DOT with the power to name three representatives.

→ A more forward thinking choice that we urge is to require the appointment of a representative from the business and/or employer community.

Draft MOU Part 4. Transportation Improvement Program.

Prioritization Criteria to be Used when Constructing the TIP.

The draft states that the MPO and its planning and programming committee have developed criteria for evaluation, but the criteria are neither appended to nor described in the document. We have often advocated for geographic equity to be considered when making programming decisions.

→ The document would be improved by including the general factors to be considered, such as geographic equity, when establishing prioritization criteria.

The only specific statement identifying the content of prioritization criteria in the entire document is the following statement:

“The fact the that the central artery is located in the City of Boston shall not be used as an equity criterion.”

The inclusion of this statement, just one of what should be numerous and comprehensive evaluation criteria, is inappropriate.

→ This sentence should be stricken, or the full criteria should be enumerated.

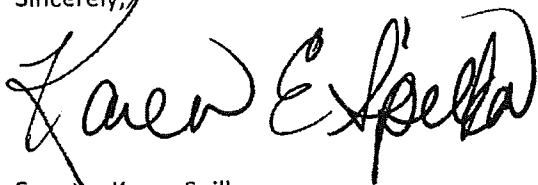
Road and Bridge Program.

The draft removes the requirement of a minimum of \$400 million “exclusive of the Central Artery-Tunnel Project” on a statewide road and bridge program. This program is an essential commitment to the municipalities outside of the inner core that the MPOs will retain the capacity to plan and invest in transportation infrastructure throughout the Commonwealth.

→The requirement of a minimum of \$400 million “exclusive of Central Artery-Tunnel Project” on a statewide road and bridge program should be retained.

In closing, we agree 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 understand the importance of the memorandum of understanding as a governing document which will guide the work of the MPO and its staff and we urge you to reassess the proposed draft to take into consideration the concerns expressed in this letter.

Sincerely,



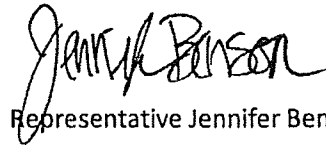
Senator Karen Spilka

2nd Middlesex and Norfolk



Senator Jennifer Flanagan

Worcester and Middlesex



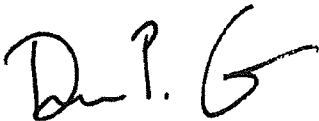
Representative Jennifer Benson

37th Middlesex



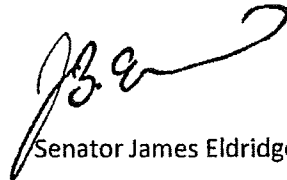
Representative Chris Walsh

6th Middlesex



Representative David Linsky

5th Middlesex



Senator James Eldridge

Middlesex and Worcester



Senator Richard Ross

Norfolk, Bristol and Middlesex



Representative Cory Atkins

14th Middlesex



Representative Thomas Sannicandro

7th Middlesex



Representative Steven Levy

4th Middlesex



TOWN OF BELLINGHAM

Bellingham Municipal Center
10 Mechanic Street
Bellingham, Massachusetts 02019
Tel: 508-657-2802 Fax: 508-966-4425

Denis C. Fraine
Town Administrator

April 28, 2011

Ms. Pam Wolfe
CTPS/Transportation Building
10 Park Plaza – Suite 2150
Boston, MA 02116-3968

Dear Ms. Wolfe:

I'm writing on behalf of the Town of Bellingham to support the practice of the existing Memorandum of Understanding among the communities which comprise the Metropolitan Planning Organization as it relates to representation. Specifically, we believe our community has been well served by having three individuals elected to represent cities and three to represent Towns. Our community has been actively involved in the work your organization provides and we are quite pleased with the existing policy.

Thank you for your consideration of our input with regard to proposed changes.

Sincerely,



Denis C. Fraine

DCF/cfc



MILFORD BOARD OF SELECTMEN

Room 11, Town Hall, 52 Main St. (Route 16), Milford, Massachusetts 01757-2679
508-634-2303 Fax 508-634-2324

Dino B. DeBartolomeis, Chairman
Brian W. Murray, Esq.
William D. Buckley

Louis J. Celozzi
Town Administrator

April 29, 2011

Ms. Pam Wolfe
CCTPS, Suite 2150
Transportation Building
10 Park Plaza
Boston, MA 02116-3968

RE: BOSTON REGION MPO

Dear Ms. Wolfe:

It has come to my attention that the Boston MPO election process is due for renewal this year. As you know, for the past fourteen (14) years, the election consisted of three (3) cities and three (3) towns. After discussing the new proposals with various professional in the area, I would respectfully request that the practice of three (3) cities and three (3) towns be continued.

Thank you for your consideration.

Very truly yours,

Louis J. Celozzi
Town Administrator

LJC/jmd

cc: Files



TOWN OF IPSWICH

25 Green Street
IPSWICH, MASSACHUSETTS 01938

ROBERT T. MARKEL
Town Manager

(978) 356-6609 -Office
(978) 356-6616 -Fax

April 29, 2011

Pam Wolf
10 Park Plaza
Suite 2150
Boston, MA 02116-3968

Dear Ms. Wolf:

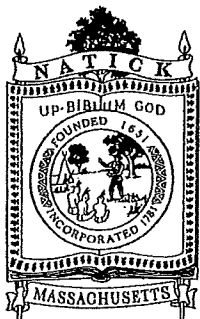
It has come to our attention that there is a proposal to modify the makeup of the Metropolitan Planning Organization to eliminate the three cities/three towns allocation of seats. Ipswich has had an excellent experience with the current board as it is configured, and we are concerned that opening up the board to many more members would create a chaotic situation.

Please keep us updated on any meetings to consider changing the makeup of the MPO Board.

Thank you.

Very truly yours,

Robert T. Markel
Town Manager
TM@Ipswich-MA.gov



COMMUNITY DEVELOPMENT

BUILDING

PLANNING

ZONING

CONSERVATION

Jeffrey Mullan, Secretary

Massachusetts Dept of Transportation

120 Park Plaza, Suite 3170

Boston, Ma 02116

May 2, 2011

Dear Secretary Mullan:

Thank you for accepting comments regarding the composition of the Boston MPO and the newly proposed Memorandum of Understanding. First and foremost, we'd like to underscore the official comments made in April by our elected delegation of Senators and Representatives in their letter to you regarding this topic.

We have often reviewed approved TIP projects within the Boston MPO District and made note of what we consider to be a general under-investment in transportation by the State within the MetroWest region. This inequity has occurred while employment, commercial expansion and residential development have continued to strongly occur here in spite of static growth elsewhere. We believe a reformation of the existing MPO would better represent our portion of the region and eventually lead to improved transportation commensurate with the level of travel demand generated by business and commerce in the MetroWest, as well as our growing residential population.

Specifically regarding the MPO Memorandum and its reconsideration, we offer the following suggestions that we trust will be fully considered and implemented as part of the MPO restructuring:

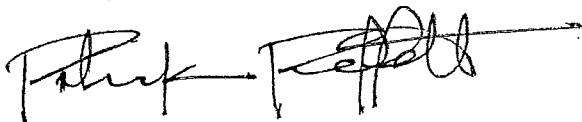
- We urge you to maintain the requirement that three seats be held by towns
- We request that the MWRTA be made a standing member of the MPO with full voting stature
- We request that the "other" 100 communities in the MPO region too have an essential role in transportation planning and programming decisions
- We recommend that the State have one vote on the MPO considering the three State transportation agencies were recently consolidated into one agency
- We suggest that a representative from the business/employer community be added to the MPO

- We recommend that competitive evaluation criteria for TIP funded projects be created and adhered to as all TIP lists are constructed. As part of the TIP restructuring we also ask that geographic equity be legitimately included within the TIP decision making process
- The requirement of a minimum of \$400 million (to be exclusive of the Central Artery Tunnel Project) should be retained on a statewide road and bridge program

In conclusion, Chapter 25 of the Acts of 209 created a thoughtful and appropriate coordination structure for transportation in the Commonwealth. Accordingly we believe that a reformation of the existing MPO MOU is necessary and a new MPO should be reformed which follows the points raised in the preceding text.

Thank you again for the opportunity to comment upon the structure of the Boston MPO.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Reffett", with a long horizontal line extending to the right.

Patrick Reffett

Community Development Director

cc: Martha White, Town Administrator

Comment Card

Boston Region Metropolitan Planning Organization

Proposed Memorandum of Understanding

- (1) ADDING SEATS FOR CONTIGUOUS RTAS
(CATA) - (MMA RTA) - A(TMA)
- (2) ADDING A SEAT OR SEATS FOR PRIVATE
SECTION TRANSPORTATION FREIGHT & PASS.
TRANSPORTATION STAKEHOLDERS

- (3) ADDING A SEAT FOR ECONOMIC DEVELOPMENT
REPRESENTATION PUBLIC & PRIVATE
SECTION COMPONENTS FOR THE REGION.

~~(4)~~

- (4) INTENSIFY RECRUITING OF REGION'S CITY
& TOWNS TO ENCOURAGE THEIR RUNNING FOR
MPO SEATS.

Please add me to:

1. the *TRANSREPORT* mailing list, (USPS or E-mail). (Please circle "E-mail" if it is your preferred mode.)

(2) MPOINFO e-mail notification list.

Name FRANK DEMASI

E-mail Address

fsdemasi@verizon.net

USPS Mailing Address

Please return to:

Chair

Transportation Planning and Programming Committee
Metropolitan Planning Organization, Suite 2150
10 Park Plaza
Boston, MA 02116

- (5) REDUCE THE NUMBER OF
MPO S TO BUILD
LARGER REPRESENTATIVE
GROUPS

METRO WEST MPO = (1) MAPE METROWEST SUBREGION
(2) MASSACHUSETTS MPO
(3) CENTRAL MASS MPO

Comment Card

Boston Region Metropolitan Planning Organization

Proposed Memorandum of Understanding

IF THERE IS AN HONEST DESIRE TO DEMOCRATIZE THE VOTING MEMBERSHIP OF THE BOSTON REGION MPO, MAKE MASSDOT, MASSPORT, AND THE MBTA AND VOTING MEMBERS REPRESENTED SOLELY BY MASSDOT. SUPPLANT MASSPORT AND MBTA WITH VOTING MEMBERSHIP FOR CAPE ANN TRANSIT AUTHORITY & METROWEST REGIONAL TRANSIT AUTHORITY. THE MPO IS TOO BOSTON-CENTRIC - 40 YEARS AGO, ALL ROADS LED TO BOSTON. TODAY THAT IS NOT THE CASE, ALMOST 60% OF TODAY'S JOURNEYS TO WORK IN METROWEST ARE REQUIRED TO OTHER LOCATIONS IN METROWEST. WE NEED AN MOU THAT WILL RECOGNIZE THE CHANGES IN TRAVEL PATTERNS THAT HAVE OCCURRED IN THE PAST 40-50 YEARS.

Please add me to:

1. the *TRANSREPORT* mailing list, USPS or E-mail. (Please circle "E-mail" if it is your preferred mode.)
2. MPOINFO e-mail notification list.

Name ANDREW PINSLEY

E-mail Address

andrew@red.com

USPS Mailing Address

21 FERN ST, NATICK, MA 01740

Please return to:

Chair

**Transportation Planning and Programming Committee
Metropolitan Planning Organization, Suite 2150
10 Park Plaza
Boston, MA 02116**

7 Independence Lane
Medway, MA 02053

April 27, 2011

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

MASSACHUSETTS
DEPARTMENT
OF TRANSPORTATION
APR 28 2011

RE: Boston MPO Memorandum of Understanding

Dear Secretary Mullan:

I would like to take this opportunity to share some thoughts with you and the members of the Boston Metropolitan Planning Organization (MPO) regarding the draft changes to the memorandum of understanding (MOU).

My comments are offered based upon my experience and participation for approximately the past 20 years as a representative from Medway to the Southwest Area Planning Committee (SWAP) a sub region of the Boston Metropolitan Area Planning Council.

1. Voting Membership – The proposed changes to the voting membership, eliminating the three (3) towns, is simply unacceptable. I have stated publicly many time that the Boston MPO's current membership structure gives far too much weight to Boston and the inner core and this change would further exacerbate that problem.
2. GATRA Membership – Several communities within the Boston MPO have service from GATRA including Medway, Franklin, and Bellingham. Has consideration been given to GATRA having a seat on the Boston MPO?
3. Transportation Improvement Program – I have great concerns about the TIP process.
 - a. What are the criteria? Who establishes the criteria? Is there any opportunity for public comment regarding the criteria? Most important, who applies the criteria?
 - b. Federal Funding from non formula sources. I clearly understand that federal funding as a result of formulas does not provide the Commonwealth in general and the Boston MPO in particular with sufficient funds to address all of the transportation needs. Unfortunately, this has resulted in a process that does not take into consideration the acquisition of funds from non formula sources including earmarks. The TIP process needs to be changed to allow for the approval of projects and the expenditure of funds from non formula sources.
4. Shovel Ready Projects – It seems to me that the Boston MPO has established a process for considering projects that harms the Boston MPO region, harms Governor Patrick's goal of job creation, and

discourages good planning. Let me explain. You, the Boston MPO, the state legislature, and those in the federal government cannot predict when federal funding as a result of stimulus funding, transportation reauthorization legislation, or earmarks within other legislation becomes available. It seems to me that it is in the Boston MPO Region's best interest to have a large number of projects at the 'shovel ready' stage so that when funding does become available those projects can come off the shelf, go out to bid, and move forward.

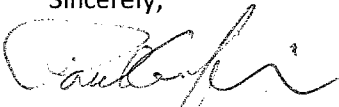
If there are federal rules, regulations, or legislation that somehow makes this impractical, then efforts should be made to work with the appropriate federal appointed officials or the Massachusetts Congressional Delegation to work to the changes that are necessary.

The process should allow for and encourage transportation planning to reach the shovel ready point regardless of the source of the funds.

5. The Highway Planning Process – The Boston MPO must change how it looks at highway planning. When the Boston MPO looks to improve the a Green Line route it correctly does not ask each community on that route to submit a proposal for the portion of the project in the community. However, when the Boston MPO looks at improving Route 126 for an example, the procedure is to have each community that Route 126 passes through to propose a project for that community's portion. This simple does not make sense. In the SWAP area and in other Metrowest areas Route 126 serves the same purpose as a light rail or heavy rail or bus route corridor (Silver Line). The thinking regarding highway funding needs to be changed and the process and criteria need to be changed to recognize that good highway transportation planning needs to look at the highway not the individual towns.
6. Regional Funding Equity – I would strongly encourage you and the Boston MPO to add as a criteria for overall funding the need to fund projects and expend dollars on a regionally equitable basis. The western portion of the Boston MPO needs to be considered when it comes to jobs, population growth, and business expansion. I clearly understand that funding at this time is limited but I also understand and believe that more equitable allocation of funds helps the entire region.

Thank you very much for your exceptional leadership of Mass DOT and thank you very much for your consideration of the above comments. I would be happy to discuss any and all of the comments with you and others involved with the Boston MPO.

Sincerely,



Paul G. Yorkis
Medway SWAP Representative

CC: Congressman James P. McGovern
Senator Karen Spilka

METROWEST REGIONAL TRANSIT AUTHORITY

37 Waverly Street, Framingham, MA 01702

508-935-2222 toll free 888-996-9782

Mr. David Mohler, Executive Director
MassDOT, Office of Transportation Planning
10 Park Plaza
Boston, MA 02116

May 3, 2011



Dear Mr. Mohler,

Thank you for making the extra effort last night, to ensure that the process of updating the Boston Region Metropolitan Planning Organization's (MPO) Memorandum of Understanding (MOU) is one that reaches out to the enormous constituency of 101 cities and towns and listens to its concerns. Voting membership in this important organization seems to be the main concern of both incumbents and others invested in the process as discussion of updating the MOU continues. In that light, I offer this perspective.

For the many years that I worked in the administration, under several secretaries and in a few different capacities, I always recognized that the MPO's role in future successes of the Commonwealth's transportation infrastructure was crucial. It was also apparent to me that the MPO, whether chaired by the Bureau of Transportation Planning and Development (BTPD) or the Office of Transportation Planning (OTP), was controlled by each incumbent administration using its voting power, institutional knowledge of career employees like you and me, and the desire to succeed in moving forward its own agenda. However, it appears to me that over the last several years the MPOs have been moving toward a more inclusive and a more criteria driven process as it tries to adequately divide the insufficient funding available.

So, why should regional transit authorities (RTAs) be part of this Boston region process? Why are they an integral part of MPOs throughout the rest of the Commonwealth? First, the MetroWest Regional Transit Authority (MWRTA) is a designated recipient of federal funds and is required to participate in the planning process. Autonomous planning, especially in transportation, makes no sense. More importantly though, is the opportunity to bring to the MPO the perspective of suburban public transportation issues. In this era of "interoperability" and resource sharing as a way to be more efficient in the delivery of transit service, having a seat at the table is essential. We all understand that growth is not going to be in building new roads, but should be in maintaining the ones we have, while integrating more transit in appropriate forms is a way to grow.

In the building and developing of the MWRTA, I have learned that the enabling legislation, MGL Chapter 161B, which governs how the RTAs operate has also created within itself, an opportunity for communities to come together to share perspectives. That means that of the four mandated tasks it has, the Advisory Boards (consisting of the chief elected municipal official of each member community) must work together to approve budgets, hire an administrator, and set fares. After advocating for their individual

METROWEST REGIONAL TRANSIT AUTHORITY

37 Waverly Street, Framingham, MA 01702

508-935-2222 toll free 888-996-9782

communities, the bulk of the work is in looking out for the region as a whole. This is just what the MPO does, albeit on a larger scale. One could make the case the an RTA is a subset of the region. They speak with one voice, and in our case represent 11 communities.

One other point I would like to make is that having Lynn Ahlgren, a transportation planning professional, attend your meetings was, and is, something that I feel is important. I appreciate your recognition of her efforts to assimilate our RTA into the voting process. Lynn's advocacy of the MWRTA on the Boston Region MPO stems from her belief that there is a need for solutions to suburban transportation issues. MWRTA in the larger sense represents a lot more than the current eleven (11) members. Having a professional, like Lynn, who represents the membership allows for more understanding of what is actually happening during the process.

Thanks again for taking the time to make sure we get this process right as we move forward with transportation reform. If I can provide any further information, please do not hesitate to contact me.

Sincerely,



Ed Carr
Administrator

CC: Secretary Jeffrey B. Mullan
Senator Thomas M. McGee
Senator Karen Spilka
Pam Wolfe, CTPS



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

May 5, 2011

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

Re: Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area

Dear Secretary Mullan:

The Southwest Area Planning (SWAP) subregion of the Metropolitan Area Planning Council includes municipalities with diverse needs. Populations range from just over 4000 to more than 32,000. Town characters range from semi-rural with little infrastructure to developing suburbs with growing commercial and industrial development along the I-495 corridor.

We fully appreciate the need for a diversity of viewpoints to be represented in the membership of the Metropolitan Planning Organization (MPO). The current representation for the six local government slots that requires membership from three cities and three towns has worked well since it has been in effect.

Therefore, while we understand the desire to simplify the process by changing the membership to six municipalities without regard to status, we urge you to keep the distinction between cities and towns in the Memorandum of Understanding in order to maintain the balance of interests that currently exists.

Thank you for considering our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Gino Carlucci", is positioned below the word "Sincerely,".

Gino Carlucci
Chairman

cc: Pam Wolfe, Manager, Certification Activities, Central Transportation Planning Staff

| | | | | | |
|-------------------|-----------------|------------------|----------------|-----------------|-----------------|
| <i>Bellingham</i> | <i>Franklin</i> | <i>Hopkinton</i> | <i>Milford</i> | <i>Norfolk</i> | <i>Wrentham</i> |
| <i>Dover</i> | <i>MAPC</i> | <i>Medway</i> | <i>Millis</i> | <i>Sherborn</i> | |

Unfortunately I can't be at the meeting Thursday to comment directly. But I would like to strongly urge that a 48 hour requirement ("materials needed for the discussion of all agenda items will be posted on the MPO website at least 48 hours in advance of all MPO and TPPC meetings") be adopted as part of the updated MOU. In addition, when necessary information is not available 48 hours before a meeting that agenda item should be automatically tabled until the next meeting. While this may occasionally result in an agenda item being delayed, it will also insure that when discussion does occur it can be based on a knowledgeable and thoughtful consideration of all available information by both MPO members and the public. I believe a good public process requires good public input at all meetings where decisions are made in addition to comments on all draft documents.

Please forward my comments to the TPPC members. Thanks.
Jim Gallagher



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

May 10, 2011

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

Dear Secretary Mullan,

As the Boston Metropolitan Planning Organization (MPO) works to update the *Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area* (MOU), I (we) urge you and the other members of the MPO to be mindful of the following points during your deliberations:

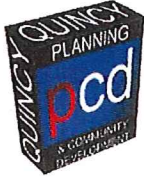
- The City of Boston is host municipality to a substantial portion of the region's major transportation assets such as: the MBTA rapid transit lines, the Commuter Rail lines and their termini at North Station and South Station, most of the Metropolitan Highway System including I-93 and the Tip O'Neill Tunnel, I-90 (the Mass Turnpike) and the harbor crossings, Logan Airport, the working seaport and other major state owned roads and public transit facilities.
- Based on the 2010 Census, the City of Boston's population is now 19.6% of the Boston MPO Region's population. Additionally, Boston is expected to produce 29.8 % of the region's forecasted population growth out to 2035.
- Boston has 30.4% of the region's jobs and Boston is expected to generate 40.6% of the region's total forecast job growth.
- Boston now has one of 14 votes at the MPO which is only 7.1% of the votes. As one of 7 municipal voting members, Boston now has only 14.3 % of the municipal representation on the MPO. This is far less than the proportion of Boston's population and employment relative to the regional totals.

Regional transportation planning at the Boston MPO will continue to have substantial implications for the City of Boston. This makes it very important that your current deliberations do not lead to a diminution of Boston's relative representation on the MPO. Therefore, I (we) respectfully submit that any revisions to the structure and operation of the MPO, as set forth in the MOU, should provide Boston with representation commensurate with its population, jobs, and transportation facilities.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas M. Menino". The signature is stylized with a large, sweeping initial "T" and "M".

Thomas M. Menino
Mayor of Boston



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

May 11, 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.

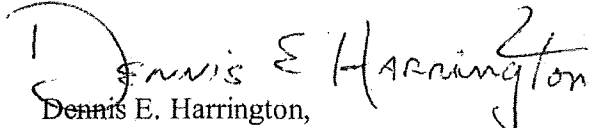
Currently, the Boston Region MPO's signatories have taken up a comprehensive review of this document and are discussing many possible substantive changes. Below is the City of Quincy's official position on the substantive changes being taken up by the MPO on the MOU.

- Quincy should support comments made by Boston Transportation Department Director, James Gillooly re: Boston's role on the Boston MPO. 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. In that vein, Quincy has the third largest population in the Boston MPO region; as such, **we strongly believe that our representation (and the south shore) should be strengthened.**
- Quincy does not support the idea of MAPC subregional representation. If there is to be an increase in membership, it should be based on geography (south shore, metrowest, north shore, etc.) and population alone, not on the boundaries of a particular MAPC subregion. With Boston as a permanent member, perhaps the three largest cities (one west of Boston, one south of Boston, and north of Boston) have permanent seats on the MPO Board.
- Quincy believes that advocacy groups play an important role in the MPO planning and programming process; however, we don't support adding seats on the Boston MPO for these groups. It would be too difficult for the Boston MPO to prioritize what types of advocacy groups are eligible to run in MPO election. The Regional Transportation Advisory Council is the appropriate forum for advocacy groups as it always welcomes participation from a broad-range of advocacy groups.

- Quincy does not support the idea of term limits. Oftentimes it takes years for Board members to get comfortable with the MPO process. All Cities and Towns have ample opportunity to run for open seats.

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

Cc: James Fatseas, Chief of Staff
Frank Tramantozzi, Engineering Manager, Downtown Districts.
Jack Gillon, Traffic Engineer
Kristina Johnson, Principal Planner



BOSTON CITY COUNCIL

May 11, 2011

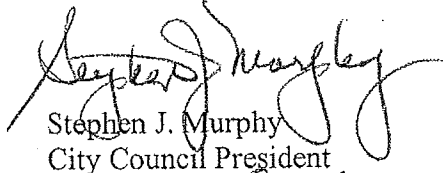
Jeffrey B. Mullan
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, Massachusetts 02116

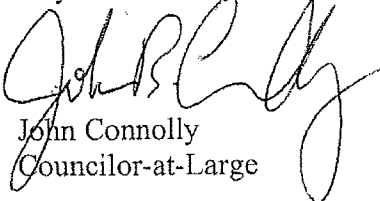
Dear Secretary Mullan,

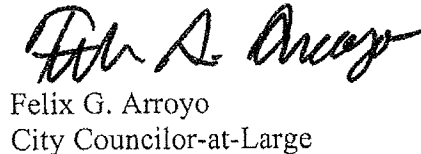
We understand the Boston Metropolitan Planning Organization (MPO) has extended public outreach with regard to updating the *Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area* (MOU). We appreciate the opportunity to provide comment.

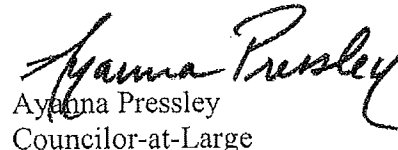
We urge that you and other MPO members remain sensitive to demographic considerations and variables that are part of your deliberations. We respectfully submit that any revisions to the governing structure of the MPO should equitably account for the proportion of population and jobs in the City of Boston relative to the Boston MPO region, as set forth in the 2010 Census. Further, Boston hosts numerous regional attractions that annually draw millions of visitors who rely on the various transportation assets within our borders.

Sincerely,


Stephen J. Murphy
City Council President


John Connolly
Councilor-at-Large


Felix G. Arroyo
City Councilor-at-Large


Ayanna Pressley
Councilor-at-Large

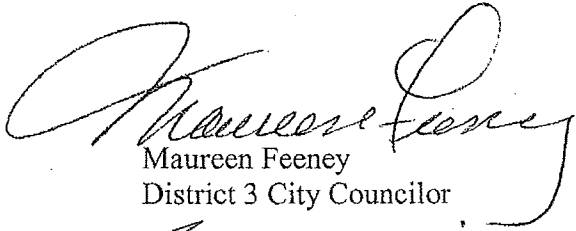
BOSTON CITY HALL ♦ ONE CITY HALL SQUARE ♦ BOSTON, MA 02201
PHONE (617) 635-3040 ♦ FAX (617) 635-4203
WWW.CITYOFBOSTON.GOV/CITYCOUNCIL



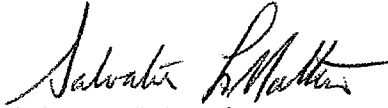
Mark Ciommo
District 9 City Councilor



Rob Consalvo
District 5 City Councilor



Maureen Feeney
District 3 City Councilor



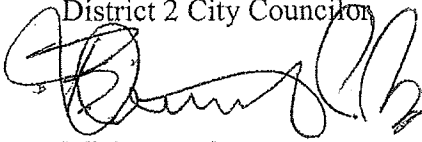
Salvatore LaMattina
District 1 City Councilor



Bill Linehan
District 2 City Councilor



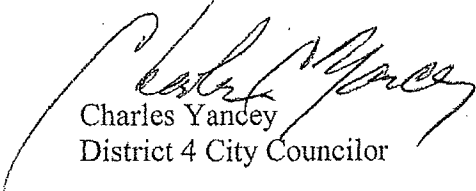
Matt O'Malley
District 6 City Councilor



Michael P. Ross
District 8 City Councilor



Tito Jackson
District 7 City Councilor



Charles Yancey
District 4 City Councilor



CITY OF SOMERVILLE, MASSACHUSETTS
Office of Strategic Planning and Community Development
JOSEPH A. CURTATONE, MAYOR

Transportation and Infrastructure Division

September 29, 2010

Ms. Pam Wolfe
State Transportation Building
10 Park Plazas, Suite 2150
Boston, MA 02116

Dear Ms. Wolfe:

As both a member community and an MPO representative, we are writing to offer comment on the recertification process for the Boston MPO, particularly as it relates to the revision of the existing Memorandum of Understanding. The City of Somerville is a dedicated supporter of regional planning efforts and recognizes the interrelated needs of neighboring communities as well as the interconnected effects of local decision-making. Therefore we appreciate your attention to the MPO review process and thank Central Transportation Planning Staff for their tireless support of the regional planning effort.

As the Metropolitan Area Planning Council represents the 101 cities and towns that make up the Boston MPO, we offer our strong endorsement of their review and recommendations regarding the recertification process. The Boston MPO is charged with a complex and difficult decision making process and further predictability, clarity and transparency is required to ensure that taxpayers receive the best possible representation. As such, I would like to identify five aspects of the MOU that demand further attention:

- **Prioritization of Central Artery/Tunnel Project** – Although the Big Dig itself is now complete, the SIP commitments associated with it are failing to meet specified target dates. These commitments represent essential components of the overall project and should be receive the same protections and priority accorded construction of the CA/T.
- **Establishment of funding targets** – The existing MOU calls for funding estimates to be provided to the MPO before MARPA meetings and for two representatives of the MPO to accompany the Metropolitan Planning Council to budget deliberations. This section of the MOU should be retained and revived.
- **Coordination of Highway projects and TIP criteria** – Substantial consideration and debate led to the MPO's adoption of MAPC's Metrofuture smart growth plan. Projects propelled by the

Highway Division should offer clear evidence of conformity to TIP criteria and the goals established by MAPC and the MPO.

- **Timeliness of information dissemination** – Although the existing MOU requires that CTPS provide the MPO with updated TIP information on a timely and regular basis, this language is clearly not specific enough. MPO members are not currently being given enough time to review new proposals or modifications. MPO members should be given at least one week to prepare for any votes related to changes to the TIP.
- **MassDOT representation** – Due to the recent consolidation and reorganization of the Commonwealth's transportation agencies, the MOU clearly needs to be updated in regards to representation on the MPO. MassDOT's overall number of seats should be reduced. In the very least, Housing and Economic Development should fill one of the eliminated seats and EOEEA should be considered to fill another in order to increase inter-Commonwealth coordination.

Once again, thank you for your support of the MPO and we look forward to working with you over the next three years.

Sincerely,

Thomas Bent
Somerville MPO Representative

Michael Lambert
Director of Transportation & Infrastructure



CITY OF BOSTON, MASSACHUSETTS

May 11, 2011

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

Dear Secretary Mullan,

As the Boston Metropolitan Planning Organization (MPO) works to update the *Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area (MOU)*, we urge you and the other members of the MPO to be mindful of the following points during your deliberations:

- The City of Boston is host municipality to a substantial portion of the Region's major transportation assets such as: the MBTA rapid transit lines; the Commuter Rail lines and their termini at North Station and South Station; most of the Metropolitan Highway System, including I-93, the Tip O'Neill Tunnel, I-90 (the Mass Turnpike) and the harbor crossings; Logan Airport; the working seaport and other major state owned roads and public transit facilities.
- Based on the 2010 Census, the City of Boston's population is now 19.6% of the Boston MPO Region's population. Additionally, Boston is expected to produce 29.8 % of the Region's forecasted population growth out to 2035.
- Boston has 30.4% of the Region's jobs and Boston is expected to generate 40.6% of the Region's total forecast job growth.
- Boston now has one of 14 votes at the MPO which is only 7.1% of the votes. As one of 7 municipal voting members, Boston now has only 14.3 % of the municipal representation on

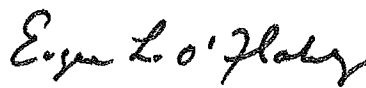
the MPO. This is far less than the proportion of Boston's population and employment relative to the regional totals.

Regional transportation planning at the Boston MPO will continue to have substantial implications for the City of Boston. This makes it very important that your current deliberations do not lead to a diminution of Boston's relative representation on the MPO. Therefore, we respectfully submit that any revisions to the structure and operation of the MPO, as set forth in the MOU, should provide Boston with representation commensurate with its population, jobs, and transportation infrastructure.

Sincerely,



Carlo P. Basile
State Representative, 1st Suffolk District



Eugene L. O'Flaherty
State Representative, 2nd Suffolk District



Aaron M. Michlewitz
State Representative, 3rd Suffolk District



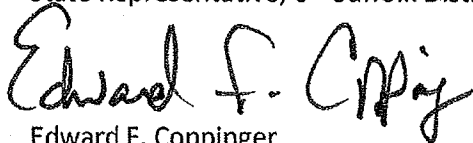
Nicholas P. Collins
State Representative, 4th Suffolk District



Russell E. Holmes
State Representative, 6th Suffolk District



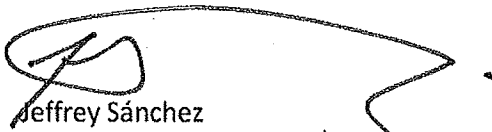
Byron Rushing
State Representative, 9th Suffolk District



Edward F. Coppinger
State Representative, 10th Suffolk District



Elizabeth A. Malia
State Representative, 11th Suffolk District



Jeffrey Sánchez
State Representative, 15th Suffolk District



Anthony W. Petruccelli
State Senator, 1st Suffolk and Middlesex District



Sal N. DiDomenico
State Senator, Middlesex, Suffolk, and Essex



John T. Regan *
Chief of Staff, Office of Senator Michael F. Rush
Suffolk and Norfolk District

*As authorized by Senator Mike Rush who is currently on active military duty

Carlos Henriquez

Carlos Henriquez

State Representative, 5th Suffolk