

**Boston Region MPO
Memorandum of Understanding Workshops, Spring 2011
Public Comments**

Name	Affiliation	Date	Comments or Questions?	Remarks
Senator Karen Spilka	State Legislator, Second Middlesex and Norfolk	5/2/2011	Comments	The transportation agencies have recently gone through a major and successful restructuring. The MPO is antiquated and should go through a restructuring, too to respond to current needs. All municipalities are important. The MPO is too Boston-centric. (The subregions are economic centers, too.) This is an opportunity to bring in more participation on the MPO. The MPO should not make a decision on the MOU at the May 5 meeting. The following changes should be adopted: 1) The MPO region should be divided into subregions that reflect the transportation usage, not necessarily the MAPC subregions. Economic factors should be considered. The MetroWest area is the second largest economy in Massachusetts and this should compel more attention in planning and programming 2) Geographic distribution should be a criteria for programming 3) There should be at least two more members; keep the city/town distinction (that guarantee for towns is important); there should be representatives from the subregions and from the CATA and MWRTA 4) There should be more diverse voices on the MPO; there should be representation from business, economic development and housing 5) The MPO should have held these workshops earlier and all around its region 6) The terminology describing the role of Boston and the role of other municipalities should be changed 7) The MOU should include targets for spending
Chan Rogers	MAPC Representative - Medway	5/2/2011	Comments	The MOU needs a total restructuring. Boston should not be the major focal area. There should be regional districts. The local RTAs should be involved.
Ginger Esty	MPO Member and Framingham Board of Selectmen	5/2/2011	Comments	MPO members looked at all aspects of the MOU and worked hard on this proposal. The removal of the city/town distinction could be an opportunity for MetroWest; there could be more representation if Framingham and Marlborough got elected. MPO members represent the whole region. It is very hard work being an MPO member. The process should stay as it is.
Preston Crow	Ashland Planning Board	5/2/2011	Comments	Agree with Senator Spilka. There is a strong perception that MetroWest does not get its fair share of the federal dollars. The proposed changes don't address the fairness issue. Regarding funding distribution, for distributing maintenance funding, a per capita formula is reasonable. For improvements, the MPO should target funds to areas that are growing. We feel that we are under-represented because we are growing.
Arnold Pinsley	Natick Resident	5/2/2011	Comments	Agree with Senator Spilka. The MPO should be recast. MassPort and the MBTA should be replaced by CATA and MWRTA. The decisions relative to the relocation of Beacon Yards were made outside of the MPO process and the results will have impacts for (MetroWest) that should be mitigated. The next LRTP should not divide the region into radial corridors; in the MetroWest region, our destinations are out here, not Boston. MetroWest needs more transportation facilities to sustain the area's growth.
Bruce Leish	MetroWest Regional Collaborative	5/2/2011	Comments	MetroWest is not getting its fair share. We are the second largest economic engine in Massachusetts. We have a large number of transportation needs and should have more funding.
John Stasik	Framingham Resident	5/2/2011	Comments	Agree with Senator Spilka that the MPO should be revamped. To increase the level of involvement of local officials there should be a representative from each subregion. Each can decide how it is represented. Hopefully there will be differences in representation with new people. The city/town distinction is not important.
Representative Chris Walsh	State Legislator, Sixth Middlesex	5/2/2011	Comments	The process can be very weighted to Boston. MetroWest has been suffering under this. Don't go forward with this proposal; there are flaws.

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Representative Tom Sannicandro,	State Legislator, Seventh Middlesex	5/2/2011	Comments	Agree with Senator Spilka. This region is in the shadow of Boston and feeling shortchanged.
Maureen Dunne	Framingham EDIC and Framingham State University	5/2/2011	Comments	Agree with Senator Spilka. Businesses in Framingham and MetroWest have huge payrolls, \$3 billion and \$11 billion respectively. Each subregion has a unique economic profile and each should be considered. There is employment for 25,000 people in MetroWest. The smaller regions in the MPO region need to have representation to target the transportation investments that support their desired growth.
Senator Thomas McGee	State Legislator, Third Essex and Middlesex	5/2/2011	Comments	Many people in the state feel they are not part of the metropolitan planning process. This is an opportunity to make the process accessible to them. People want to see investments in their region and each region should have a representative on the MPO. Expand the MPO membership. This would build better consensus. One seat should be for a legislator. All information should be available 48 hours in advance. Every quarter the MPO should hold one of its meetings out in the region; this would help with the geographic outreach, especially for smaller municipalities. There should be term limits of two consecutive terms.
Frank DeMasi	Vice Chair, RTAC Freight Committee	5/2/2011	Comments	Supports more members on the MPO, including seats for the RTAs and TMAs, and keeping the city/town distinction. Municipal members should be interested in regional issues. The MPO needs to work on getting the municipalities involved. The MPO is trying to do much with little. The MPO should incorporate more freight into the planning and incorporate private sector stakeholders. The move of the Beacon Park Yards did not flow through the MPO process. There should be public/private partnerships. The MPOs in the western part of Massachusetts should combine.
Joel Barrera	MAPC	5/2/2011	Comments	Hopefully this process can accommodate the issues raised. MAPC shares the North Shore and MetroWest concerns
Carl D'Amigella	MWRTA	5/2/2011	Comments	MWRTA should have a permanent seat and the the MBTA and Advisory Board should not.
Paul Matthews	495/MetroWest Partnership	5/2/2011	Comments	Thank you to all participating here and thanks to the state for the transportation reforms. There is a federal framework for this process. There should be more time to develop membership reforms. There should be greater participation from the business and economic development community.
Dennis Giombetti	Framingham Selectman	5/2/2011	Comments	Agree with Senator Spilka. RTAs should be members; the MBTA now has three votes on the MPO (the MBTA seat and two MassDOT seats). Whatever change you make, please develop a transition plan to ensure consistency at the MPO.
Ed Carr	MWRTA	5/2/2011	Comments	Has learned to work with the MPO for the sake of our RTA. The MWRTA has 11 municipalities involved and including the MWRTA would bring the voices of these 11 MWRTA members to the MPO table. MWRTA ridership is growing every day.
David D'Amico	Medway Resident	5/2/2011	Comments	The MPO shouldn't be too large. Also, there might be grants and formulas developed for sending funding out to address targeted needs at the regional (subregional) level.
Rich Benevento	World Tech Engineering	5/2/2011	Comments	Representatives on the MPO should understand the needs of their region and be able to articulate them; they will represent their subregion, but as a result of the discussions, will understand the entire region. The issue is really about the fair share.

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Laurie Lee	Framingham Board of Selectmen	5/2/2011	Comments	Agrees with the legislators' letter. We all always feel shortchanged. Make sure we all feel represented.
Sheri Warrington	Senator Thomas McGee's Office	4/27/2011	Comments	The MPO needs to communicate better with the public. Meeting materials need to be provided further in advance of meetings.
Bill Luster	North Shore Alliance for Economic Development	4/27/2011	Comments	<p>The MPO is 101 municipalities and is a large region. It feels unwieldy. The MAPC with its subregions feels less unwieldy, even though it is the same geographically. The MPO should consider becoming smaller (fewer than 101 municipalities), or increase the municipal representation on the board. Being part of the Boston Region MPO can be advantageous because there are more funds available to this MPO.</p> <p>The ability to bring money to the Boston Region MPO should not be a requirement for having a seat on the MPO. There are other entities that can not bring funds to the MPO, but should have a voice in how transportation planning is conducted in the region. Maybe there should be another seat for another regional entity such as a regional chamber of commerce or economic development council.</p> <p>Outsiders feel that the MPO members are too cozy. There is also a sense that the MPO is Boston-centric.</p> <p>There should be a 3-year term limit for the elected municipal members of the Boston Region MPO, though there is a point to maintaining the MPO's institutional memory.</p>
Richard Benevento	World Tech Engineering	4/27/2011	Comments	<p>It's difficult for North Shore communities and smaller communities to compete for federal transportation funds. Having a North Shore community or a seat for the North Shore Subregion on the MPO would help. Cities and towns have a better sense of the transportation issues in their own subregion and if all subregions had seats on the MPO their representatives would bring that knowledge to the MPO. Maybe there should be a representative from each subregion and some at-large members.</p> <p>The regional transportation planning process needs to be more understandable. Municipalities are used to a process in which they could rely on getting funding if they just got their project ready. Now there are criteria and a process that they have trouble understanding.</p>
Mathew Thall	Fairmount CDC Collaborative	4/21/2011	Comments	The MOU should take into consideration the Metropolitan Area Planning Council's Partnership for Sustainable Communities. How about the MPO adding two seats?
Richard Canale	Minuteman Advisory Group for Interlocal Coordination, Town of Lexington	4/21/2011	Comments	Each MPO member should represent the entire region and there shouldn't be subregional representation. There should be more than 6 elected municipalities represented on the MPO. This should be considered now, because the MOU will not be revisited for several years. I share the concerns of the MetroWest legislators.
Mary Anne Padien	Senator Karen Spilka's Office	4/21/2011	Comments	<p>The Senator seeks a more broad reenvisioning of the Boston Region MPO's Memorandum of Understanding. Planning is too hub and spoke focused. The MOU was developed in another time. Journey-to-work data from the U.S. Census Bureau shows more people are traveling within the Metro West region for work, rather than traveling to Boston. Their economy is different and evolving. This is the basis of the concerns of the Metro West legislators.</p> <p>The Metro West Regional Transit Authority should have a seat on the MPO.</p> <p>The Metro West subregion might need to be redefined as the travel patterns change.</p>

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John Stasik	Framingham Resident	5/2/2011	Questions	What are some other options to consider?
Jason Smith	Chair, Framingham Board of Selectmen	5/2/2011	Questions	Why is the MPO in such a rush?
Carl D'Amigella	MWRTA	5/2/2011	Questions	What did the other MPO members think about having the RTAs on the board?
Richard Benevento	World Tech Engineering	4/27/2011	Questions	How are the cities and towns of the Boston Region MPO elected?
Bill Luster	North Shore Alliance for Economic Development	4/27/2011	Questions	There are only 2 regional entities on the Boston Region MPO board. Should there be a non-profit regional entity on the board? How many municipalities serve on the other MPOs in the state?
James Marsh	City of Lynn, Department of Community Development	4/27/2011	Questions	Who will decide on the MOU?
Bill Renault	Town of Concord	4/21/2011	Questions	How are the MPO elections run, and who votes?
Mathew Thall	Fairmount CDC Collaborative	4/21/2011	Questions	How can non-profit and community organizations get involved in the regional transportation planning process?
Richard Canale	Minuteman Advisory Group for Interlocal Coordination, Town of Lexington	4/21/2011	Questions	How does the MOU address GreenDOT?
Mary Anne Padien	Senator Karen Spilka's Office	4/21/2011	Questions	Why did the MPO not add two municipal members as part of the MOU amendment? How were the subregions formed? How will public comments be shared with the MPO members?