

LAURA M. WIENER
Senior Planner
Town of Arlington Planning Department

I am a professional Planner, with 20 years of experience in municipal planning, plus 4 years experience working for a State quasi-public agency on urban redevelopment projects. I have worked 10 years for the Town of Arlington, and a decade for the Town of Watertown. My work has focused on zoning, affordable housing, and more recently, transportation planning. For the past 4 years I have been the project manager for the redesign of a one-mile stretch of Mass. Ave. in Arlington, a \$5.5 million dollar project that will create a complete street by improve access and safety for bike riders, pedestrians, and transit users, and is currently programmed on the 2012 TIP. I also represent the Planning Department on the Town's Transportation Advisory Committee, and in that capacity, participate in decisions on all transportation projects in the Town. I have represented the Town on the Green Line Extension Advisory Committee as well.

I have represented the Town of Arlington on the Regional Transportation Advisory Committee for about 4 years. During that time I have tried to advocate for the needs of municipalities, and for a multi-modal approach to transportation planning. In general I support encouraging alternatives to single occupancy vehicle use, and in particular pedestrian, bicycle, and transit modes. I believe that people don't need encouragement to drive in their cars, but they do benefit from encouragement to walk, bike or take the T.

I have served as Chair for the past year, and seek to continue as Chair for one more year. I have enjoyed acting as Chair, and feel that we have brought valuable information to members in the past year. Perhaps the most challenging and demanding part of being Chair is representing RTAC on the Boston MPO. I have done this diligently during the past year, attending about 95% of the meetings and subcommittee meetings. The MPO process is complicated and somewhat arcane. I feel that I now have a better grasp of the issues and the process, and can represent RTAC even more effectively in the coming year than in the past year. There is a steep learning curve here and, having climbed it, I wish to use that knowledge to advocate for issues of importance to RTAC members. This will be the last year that I will run for Chair.

Professional and Civic Organizations:

- Current Chair, Regional Transportation Advisory Committee, representing Town of Arlington. Membership Committee, TIP Committee, Program Committee. (2009-2010) Member since 2006.
- Member, Boston Metropolitan Planning Organization, representing RTAC. TIP Committee, UPWP Committee, Finance Committee, Clean Air and Mobility Committee. (2009-2010)
- Chair, MAPC Inner Core Committee (2008—present).
- Green Line Advisory Committee, representing the Town of Arlington (2007—present)
- Arlington Transportation Advisory Committee (2006—present).

Education:

- M.A. in Urban and Environmental Policy and Planning, Tufts University.
- B.A. in American Studies, Hamilton College, Clinton, NY.

I can be contacted at 781.316-3091, or email lwiener@town.arlington.ma.us.

Biographical Sketch

Schuyler G Larrabee RA, NCARB, LEED AP

Serving the Council as Vice-Chair during this last year has only strengthened my belief, as stated last year, that the Commonwealth needs a more broadly-based approach to transportation systems with a greater emphasis on freight rail, heavy and light commuter rail systems, and buses, moving Massachusetts toward a more sustainable future. These essential systems in concert will provide the fluid movement of people and goods to make our region continue to be a thriving, high quality place to live and work.

I think that a lot of progress has been made in this direction, with the consolidation of the various transportation organizations, MHD, MBTA and the Turnpike Authority into MassDOT. New initiatives such as GreenDOT show that Massachusetts is moving forward in the 21st century. I believe it is incumbent on the RTAC to promote sensible decision making by the MPO regarding priorities among the different systems, and proposed improvements to them. As Vice-Chair during this next year, I will work to be sure that the RTAC will continue to serve as the progressive force it has been under Laura's leadership.

I participate in the RTAC because throughout my life and career, I have been keenly aware of transportation systems and how the movement of goods and people affects the quality of life in a region. It is evident to me that the physical development of a region is structured by the configuration of its transportation systems. I have been personally involved in large scale planning of office and industrial developments including privately-funded planning at the town level. Since properly-designed access and connections are critical to the success of such developments, I have had extensive interaction with civil and traffic engineers, providing me with a solid understanding of the criteria for good transportation design. My planning work has led me to understand how critically important all forms of transportation are in planning and development at all scales: states, regions, cities and towns.

I graduated from Syracuse University in 1972 with AB, Bachelor and Master of Architecture degrees. After college, I lived in Colorado and California, then returned to the east coast, settling in the Boston area. My architectural experience began in Colorado and continued in California, where I obtained my first professional architectural license. In Boston, I worked in several firms before forming Larrabee Associates Architects Inc, which I operated for eighteen years. After closing LAAI in 2002, I went into public service at DCAM, the Commonwealth's Division of Capital Asset Management. At DCAM my responsibilities have included planning some of the largest state building projects in the Commonwealth. That planning effort has always included considerations of how the public users will be able to get to and from them. I am a licensed architect in California, Massachusetts and New York. I was named to the Council as an alternate representative of the Boston Society of Architects in 2007.

Public Service *Regional Transportation Advisory Committee – AIA representative
Crystal Lake Task Force – City of Newton
Crystal Lake Conservancy – President*

Memberships *The National Trust for Historic Preservation
SIA, the Society for Industrial Archeology
Erie Lackawanna Historical Society Inc – Board Member*

Registration *Registered Architect in Massachusetts, California and New York
NCARB certificate holder, permitting reciprocal registration nationwide
LEED AP*

September 2010

Steve Olanoff
2010 Statement of Candidacy for Vice Chair
Regional Transportation Advisory Council

I respectfully submit my candidacy for election as vice chair of the Regional Transportation Advisory Council for the upcoming year.

I have been serving as the Town of Westwood representative on the Regional Transportation Advisory Council for 16 years. I have recently been Advisory Council chair for two years and vice chair for two other years. For the last 9 years I have regularly attended TPPC and MPO meetings, and have for these years represented the Advisory Council on the MPO's Unified Planning Work Program Committee and the Suburban Mobility and Transportation Demand Management Committee (now the Clean Air and Mobility Committee).

In addition, I have represented my town for 5 years on the MBTA Advisory Board, the Metropolitan Area Planning Council for 17 years, and on MAPC's Three Rivers Interlocal Council subregion. I am the vice chair of the Westwood Planning Board where I have served for 19 years.

I believe that the Advisory Council must make its views known loud and clear to the MPO. For the Advisory Council to be effective, the chair or vice chair must first know exactly where we stand on all issues, secondly, make those viewpoints known to the MPO, and finally, take action to promote our objectives at the MPO and its committee meetings.

This is how I have been representing the Advisory Council. In the past several years, while serving on the MPO's UPWP Committee, I have succeeded in getting two freight studies and a regional HOV study on the UPWP. It took decisive action on my part last year to get the first freight study and this persistence laid the ground work for a second freight study and the HOV study this year.

I recently attended three days of hearings for the certification of the Boston Region MPO where I both spoke up and submitted written comments which are attached. Chief among my concerns is the overdue reorganization of the MPO. I plan to fully participate in this process and would like to do so as an officer of the Advisory Council.

Attendance at meetings is necessary to keep well informed on the many projects and issues in our regional transportation planning. I attend almost every meeting. Experience in this time of state transportation reorganization, our transportation-funding crisis, and the impending reorganization of the MPO is invaluable in making the Regional Transportation Advisory Council an effective organization. I have that experience, I have the commitment to continue serving the Advisory Council, and I would appreciate your support.

To:

Ms. Lucy Garliauskas
Division Administrator
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142

Ms. Mary Beth Mello
Deputy Regional Administrator
Federal Transit Administration
55 Broadway, Suite 920
Cambridge, Massachusetts 02142

From:

Steven H. Olanoff
52 Glandore Rd.
Westwood, MA 02090

Date: August 13, 2010

Subject: Boston Region MPO Certification Review

I attended all three days of the Boston Region MPO Certification Review with the exception that I was unable to be present on Wednesday night at the public input session. I did get to speak several times on Wednesday and Thursday, but only on the particular topic being discussed at the time. Therefore, I am submitting written comments on some of the issues I feel are important.

I am a past chair of the Regional Transportation Advisory Council, attend all TPPC and MPO meetings, and serve on several MPO committees as the Advisory Council representative. The following are my personal comments and suggestions.

Public Participation: The July 12, 2010 public notice sent out by the MPO stated, "There will also be a few minutes for public comment at the end of each other agenda item." There was some confusion about this on Tuesday and unfortunately the public was not asked to speak at the end of each topic on that first day.

More attention needs to be given to allowing public comment during the course of meetings rather than just during the public comment period. At MPO meetings I have not seen the public abusing this privilege as much as I have seen the MPO chair showing reluctance or impatience with receiving public comment in the middle of meetings.

My comment on public participation is that the complexity of all the MPO processes makes public participation difficult and even discourages input from some of the 101 municipalities. More attention should be given to listening to the public on their terms rather than under the rigid formats of the MPO documents.

MPO Elections: As discussed on Tuesday, two well-intentioned objectives produce contradictions in the election process. The desire to have geographic diversity conflicts with the desire to have equal numbers of cities and towns on the MPO. As was pointed out, towns in the Inner Core Subregion are not allowed to run under the MPO election rules, and presently all of the towns in the South Shore Subregion cannot run for a seat on the MPO. Note also that the City of Marlboro cannot run while any

of the towns in MetroWest can challenge Framingham. When Salem was on the MPO it could be challenged by the three other cities in the North Shore Task Force, but not by the eleven towns.

The MPO should consider dropping one or both of these election rules. This would simplify the election process and other changes could further simplify it. When my town ran for a seat on the MPO, we found the election period was too short to allow collection of the needed signatures that depended upon the meeting schedules of boards of selectmen.

Organization of the MPO: On page 5 of the MPO Advance Materials submitted on July 15, 2010, it states, "With the creation of MassDOT the MOU for the Boston Region MPO will need to be updated. The MPO has not yet discussed possible changes." This is a recognition by MassDOT that the certification cannot be completed until there is a new MOU. It is surprising that MassDOT, knowing this certification was coming, and knowing that the Federal agencies had set a September 30 deadline for revising the MOUs, had not initiated any discussions among the MPO. It has been over one year since the law creating MassDOT was passed, and yet no action has been taken to fix the necessary reorganization of the MPO. MassDOT has not only its vote and the vote of the Highway Division as before, but it now has the Turnpike vote and now directly controls the MBTA vote. This year-long situation has persisted without any public participation or approval process.

I do not have all the answers on how the MPO should be organized, but I do have many questions that should be considered in revising the MOU:

- Should there be more municipalities on the MPO?
- Should additional members such as:
 - EOEEA (particularly given MassDOT's GreenDOT initiative)
 - DCR (its bridges and some roadways are now maintained by MassDOT)
 - EOHED (given the importance of land use and economic development in transportation planning)
 - MWTA (aren't RTAs required to be on their MPO?)
 - CATAbe added to the MPO?
- Should municipalities have a majority on the MPO?
- Should the complicated voting system be replaced by a simple majority vote?
- Should MassDOT even have a vote; instead have some sort of veto of final documents?
- Should the state automatically be chair or should it be elected from MPO members?
- Should all committees be chaired by state agencies or by other members?

An item that I spoke about on the Wednesday session was the role of MARPA in reorganizing the MPO. Since MARPA, while an association of state bodies, is not itself a state body and apparently not subject to the Massachusetts open meeting law, I question its ability to form public policy that is adopted by public agencies. Public participation should be at all stages of the formation of policy changes, not just after the "deal" has already been made.

Communication between MassDOT and the MPO: A key element in the reorganization of the transportation agencies in Massachusetts is greater transparency and communication. Great progress is being made, but the certification sessions revealed some news that was made known to the MPO for the first time. When the chair stated that the September 30 deadline for a revised MOU would not be met, the MPO learned for the first time that there was a deadline. A number of large projects being submitted for TIGER grants was also news to the MPO members.

The communications complaint most repeatedly made by MPO members over the years has been that last minute substitutions are requested by the Highway Division for projects not ready to go on time to be replaced by other projects that seem to come out of nowhere. These changes are frequently requested without sufficient notice to the MPO members before the actual meeting where the change must be made.

Freight: I was pleased to see freight planning placed on the agenda by the Federal agencies. As the MPO staff and I testified during the Thursday session, the Freight Committee of the Advisory Council has been very active in promoting freight planning and advocating for much more emphasis on freight by MassDOT and the MPO. The freight issue is so important that thought should be given to providing a seat on the MPO to a nonprofit freight advocacy group. The Freight Committee has been considering the formation of just such an organization.

Thank you for your consideration of these comments and I hope that these issues will all be considered in the reorganization of the Boston Region MPO and the revision of its MOU.