

Department of Planning and Community Development
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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.

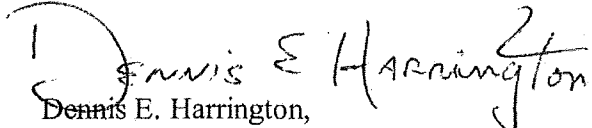
Currently, the Boston Region MPO's signatories have taken up a comprehensive review of this document and are discussing many possible substantive changes. Below is the City of Quincy's official position on the substantive changes being taken up by the MPO on the MOU.

- 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

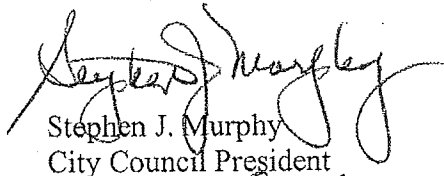
Jeffrey B. Mullan
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza, Suite 3170
Boston, Massachusetts 02116

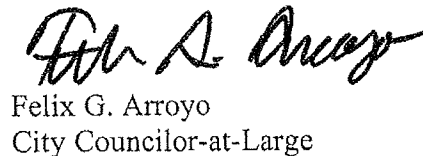
Dear Secretary Mullan,

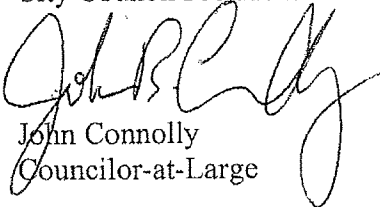
We understand the Boston Metropolitan Planning Organization (MPO) has extended public outreach with regard to updating the *Memorandum of Understanding Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area* (MOU). We appreciate the opportunity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

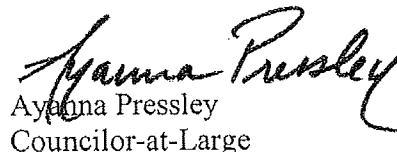
We urge that you and other MPO members remain sensitive to demographic considerations and variables that are part of your deliberations. We respectfully submit that any revisions to the governing structure of the MPO should equitably account for the proportion of population and jobs in the City of Boston 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


Felix G. Arroyo
City Councilor-at-Large


John Connolly
Councilor-at-Large


Ayanna Pressley
Councilor-at-Large

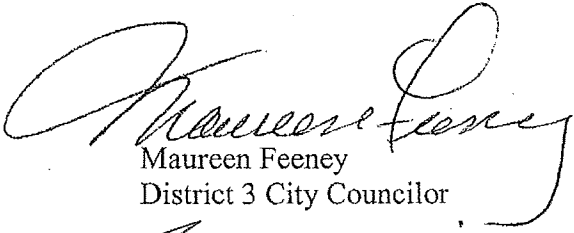
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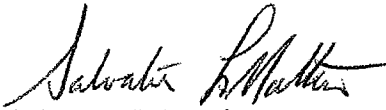
Mark Ciommo
District 9 City Councilor



Rob Consalvo
District 5 City Councilor



Maureen Feeney
District 3 City Councilor



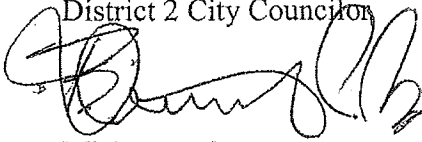
Salvatore LaMattina
District 1 City Councilor



Bill Linehan
District 2 City Councilor



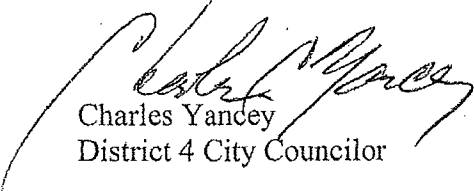
Matt O'Malley
District 6 City Councilor



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

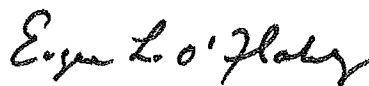
the MPO. This is far less than the proportion of Boston's population and employment relative to the regional totals.

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



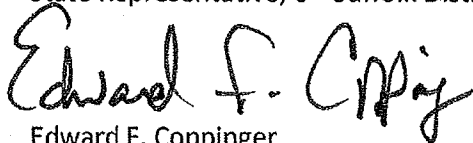
Nicholas P. Collins
State Representative, 4th Suffolk District



Russell E. Holmes
State Representative, 6th Suffolk District



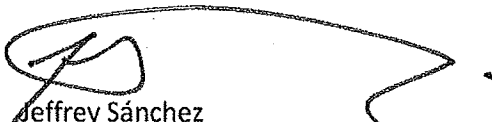
Byron Rushing
State Representative, 9th Suffolk District




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