

**Boston Region MPO
Memorandum of Understanding - Draft Version Two
Written Public Comments, as of July 6, 2011**

Name	Affiliation	Date	Remarks
Mayor Setti Warren	City of Newton	6/7/2011	<ul style="list-style-type: none"> * Subregional representation is likely to undermine the MPO's regional perspective. * The Inner Core is underrepresented in the new MPO structure. Inner Core communities account for 34% of the region's population, but would only have 10% of the municipal vote. An additional vote for the Inner Core would only give the subregion 18% of the municipal vote. * Urges MPO members not to support this MOU until Inner Core communities receive more proportionate representation.
Dennis Harrington, Planning Director	City of Quincy	6/16/2011	<ul style="list-style-type: none"> * Supports the addition of a second permanent seat for the City of Boston. 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. * Does not believe that subregional representation necessarily promotes true regionalism in the MPO Transportation Planning and Programming process. * Supports proposal to add a second representative from the Inner Core subregion. Believes that it would result in a more fair apportionment of voting seats on the MPO. The Inner Core communities represent 32% of region's population, 21% of the roadway miles, and have a sizable proportion of the transit and pedestrian infrastructure. * Supports the proposal to give the Regional Transportation Advisory Council voting membership.
U.S. Representative Michael Capuano	U.S. House of Representatives	6/22/2011	<ul style="list-style-type: none"> * Concerned about the shift from regional representation to sub-regional representation. The Inner Core communities have over 1.6 million people, more than the other seven subregions combined. Does not seem fair to give the 1.6 million residents of the Inner Core one vote, and the almost 1.6 million residents from the other subregions seven votes. * Suggests that any changes to the MPO structure be done in an equitable manner.
William Luster, Executive Director	North Shore Alliance for Economic Development	6/24/2011	<ul style="list-style-type: none"> * Supports amendment to provide more timely dissemination of information to members of the MPO and general public by posting all materials online a minimum of 48 hours in advance of the meeting. * Suggests including a short and understandable description of each proposed action. * Supports expanded membership and suggests limiting the number of consecutive terms a municipality may serve. * Recommends that the MPO maintain a listing of First Tier Projects and the Universe of Projects on the MPO website. * Supports the amendment to add a member of the region's legislative delegation as a member of the MPO. * Supports scheduling MPO meetings in various regions outside of the City.
Thomas Ambrosino, Joseph Curtatone, Melvin Kleckner, Jay Ash, Richard Howard, Judith Kennedy, Robert Dolan, Andrew Bisignani, James Mckenna, Setti Warren, Kevin Mearn, Michael Driscoll, and Brian Sullivan	Inner Core Mayors and Managers	6/27/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure weakens representation for the 19 Inner Core municipalities outside of Boston. * Questions how the MPO can justify giving subregions with 5-6% of the region's population the same voting strength as a subregion with 32% of the region's population. * Proposes to reduce the number of at-large seats from four to three and add a second representative for the Inner Core communities outside of Boston. This proposal still leaves the Inner Core communities under-represented in terms of population, but notes that it is considerably fairer than the current proposal. * Suggests that another alternative would be to keep the four at-large seats and add one additional seat for the Inner Core.
Anthony Sasso, Town Administrator	Town of Marblehead	6/27/2011	<ul style="list-style-type: none"> * Supports revised MPO structure. Believes that the changes will create a more transparent and inclusive transportation planning process, which is important given that resources are limited.
Jason Smith, Charles Sisitsky, Dennis Giombetti, Laurie Lee, and Ginger Esty (Board of Selectmen)	Town of Framingham	6/27/2011	<ul style="list-style-type: none"> * Support the revised MPO structure. Believe that additional members from local municipalities will enhance the knowledge base of the MPO. Also believe that the new proposal will increase the involvement of the public and that municipalities will benefit from greater knowledge of the process.

Name	Affiliation	Date	Remarks
Ellin Reisner and Wig Zamore	Somerville Transportation Equity Partnership (STEP)	7/2/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure under-represents the Inner Core communities. * Concerned that new MOU under-represents environmental justice (EJ) communities. Note that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations. * Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations. * Suggest that changes be made to the proposed MOU to give 3 seats to Boston, 4 seats for the rest of the Inner Core, and 1 seat for each of the other subregions. * Attached graphs comparing voting power of proposed MPO municipal members and STEP municipal members.
Laura Wiener, Chair	Regional Transportation Advisory Council (Advisory Council)	7/5/2011	<ul style="list-style-type: none"> * Supports increasing municipal representation on the MPO in order to broaden and diversify the set of voices on the MPO. * Concerned about how the draft MOU allocates the additional seats because the Inner Core subregion will likely be very underrepresented based on its share of the region's population. * Asks the MPO to consider the following figures that support more appropriate representation for the Inner Core: <ul style="list-style-type: none"> - The Inner Core is home to approximately 51% of the region's population, 55% of the region's jobs, 75% of the region's minority residents, and attracted 55% of the region's population growth between 2000 and 2010. * Also notes that the Inner Core is home to nearly the entire rapid transit system, the region's major international airport, freight shipping ports, critical industrial infrastructure that serves all of New England, much of the region's freight and passenger rail network, intercity passenger rail and bus terminals, several major highways, and attractions that bring tourists and business people from all over the world. * Believes the draft MOU will improve the MPO's awareness of transportation needs in the outer portions of the MPO, but we feel that there should be more balance among the representation so that the transportation needs of all parts of the Inner Core are better understood as well. * Suggests: <ul style="list-style-type: none"> - Allocating two seats for municipalities from the Inner Core subregion in addition to the seats held by the City of Boston. - Ensuring that the Inner Core has at least 29% of the municipal votes and no more than 50% of the municipal votes (the Inner Core's share of the region's population). - Adding an Inner Core seat from the four proposed at-large seats. - Allocating the remaining three at large seats to one town, one city, and one with no designation.
State Senator Thomas McGee State Representatives Robert Fennell, Steven Walsh, Lori Ehrlich, and Donald Wong	Massachusetts Senate and Massachusetts House of Representatives	7/5/2011	<ul style="list-style-type: none"> * Support the revised MOU that contains substantial improvements to the structure and operation of the MPO. * Believe that subregional representation will facilitate a more equitable and transparent transportation planning process. * Suggest that meeting periodically outside of Boston will increase awareness of MPO issues and challenges. * Hope that the MPO provides ample time for the new election procedures to be shared with all 101 cities and towns.
Lynn Weissman and Alan Moore	Friends of the Community Path	7/5/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions. * Concerned that new MOU under-represents environmental justice (EJ) communities. Note that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations. * Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations. * Suggest that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.

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Richard Dimino, President and CEO	A Better City (ABC)	7/5/2011	<ul style="list-style-type: none"> * Believes elimination of the Transportation Planning and Programming Committee is a useful step in streamlining the process. * Concerned that expanding membership has the potential to place additional burdens on an already cumbersome and unclear decision making process. * Does not appear that proposed allocation of voting members correspond closely to the region's population distribution, travel patterns, employment distribution, and economic activity. * Suggests that the votes of the MPO should more closely follow the concentrated development pattern that exists in the inner core. * Believes that meaningful discussion and detailed analysis is not possible in a large group. Also believes that expanding membership will not make the process of allocating limited transportation resources any easier or more efficient.
Alice Grossman	Somerville resident	7/5/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions. * Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations. * Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations. * Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.
State Senator Patricia Jehlen State Representatives Denis Provost, Timothy Toomey, and Carl Sciortino	Massachusetts Senate and Massachusetts House of Representatives	7/5/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure weakens representation for the 19 Inner Core municipalities outside of Boston. * Question how the MPO can justify giving subregions with 5-6% of the region's population the same voting strength as a subregion with 32% of the region's population. * Recommend reducing the number of at-large seats from four to three and adding a second representative for the Inner Core communities outside of Boston. This proposal maintains the size of the MPO in the current proposal, and it would not weaken the voting power of the state. * Suggest that another alternative would be to keep the four at-large seats and add one additional seat for the Inner Core, increasing the total membership to 23.
Rebecca Schrumm	Somerville resident, Friend of the Community Path, Somerville Comprehensive Plan Steering Committee, Somerville Chamber of Commerce Board of Directors	7/5/2011	<ul style="list-style-type: none"> * Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions. * Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations. * Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations. * Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.
Kenneth Krause	Medford resident	7/5/2011	<ul style="list-style-type: none"> * Concerned that proposed change to the MOU intended to give a more equal voice to the residents of the subregion, yet reduced the representation of the most populous portion of the state, the Inner Core municipalities outside of Boston. * Opposes granting a subregion with as little as 6% of the population the same voting strength as an area with 32% of the population, 24% of the region's employment, and 21% of the region's road miles. * Indicates that the proposed MOU would also under-represent EJ communities. Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations. * Believes that failing to give the environmental justice population an equal voice in the Boston MPO transportation planning and investment is unfair and goes against the principals of the MPO and MassDOT. * Urges the MPO to restore the number of seats dedicated to representing the Inner Core communities to a minimum of two seats.

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Armando Caro	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Glen Fant	Medford resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Michelle Liebetreu	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Alex and Ami Feldman		7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Alan Moore	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>

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John Wilde	Somerville resident	7/6/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Maida Tilchen	Somerville resident	7/6/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Mark Chase	Somerville resident	7/6/2011	<p>* Supports proposal put forward by the Somerville Transportation Equity Partnership (STEP) to allocate MPO voting based on the relative populations of the communities represented.</p>
Janet Steins	Somerville resident	7/6/2011	<p>* Agrees with the position of my neighbors and the Somerville Transportation Equity Partnership (STEP) that the proposed restructuring of the MPO will have a negative impact on Somerville and other inner core municipalities.</p> <p>* The statistically large population of the inner core cities and towns justify proportional representation on the MPO. The inner core also is heavily burdened by regional transportation pollution and resulting negative environmental health problems.</p>
Karen Molloy	Somerville resident	7/6/2011	<p>* Concerned that the proposed MOU will result in severe under-representation of the urban inner core communities. The inner core also is heavily burdened by regional transportation pollution and resulting negative environmental health.</p> <p>*Believes the proposed MOU flies in the face of all principles of fair and equitable democratic voting, of environmental justice and of civil rights.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Proposes that the Inner Core (Boston and the other communities) be allotted 7 of the 14 municipal seats.</p>
State Senators Karen Spilka, Jennifer Flanagan, Richard Moore, James Eldridge, and Richard Ross State Representatives Chris Walsh, David Linsky, Cory Atkins, Thomas Sannicandro, Steven Levy, Carolyn Dykema, Jennifer Benson, Alice Peisch, Daniel Winslow, and Denise Garlick	Massachusetts Senate and Massachusetts House of Representatives	7/6/2011	<p>* Support the proposed expansion of municipal representation to include 14 municipalities:</p> <ul style="list-style-type: none"> - one from each of the 8 MAPC subregions to be elected by the entire region - two cities and towns elected by the entire region without regard to the subregion in which they are located - two permanent seats for the City of Boston <p>* Believes that the proposed MOU will help bring robust participation to the transportation planning process.</p> <p>* Agrees with the changes to provide voting membership to the Advisory Council, post materials on the website, and hold meetings throughout the region. Believes it will enhance transparency and participation.</p>
U.S. Representative John Tierney	U.S. House of Representatives	7/6/2011	<p>* Agrees with interested stakeholders and elected officials from the North Shore region in support of the proposed MOU.</p> <p>* Commends the MPO for its deliberate work to improve its structure and operations. Believes it will lead to a more transparent process, and hopefully will ensure greater equity.</p>

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Ellin Reisner and Wig Zamore	Somerville Transportation Equity Partnership (STEP)	7/7/2011	<ul style="list-style-type: none"> * Distributed figure that show the difference between minority and non-English speaking populations in Inner Core communities compared to all other municipalities. Indicates that the proposed MOU does not provide equitable voting representation for minority and non-English speaking populations. * Also distributed charts that display the percentage of subregional representation by population, the MPO proposed MOU, and the STEP MOU proposal to demonstrate that the STEP MOU proposal is more equitable.
Taber Keally, Chair	Three Rivers Interlocal Council (TRIC)	7/7/2011	<ul style="list-style-type: none"> * Supports proposed changes to the MOU. Believes it will enhance local perspectives within the informed and civic dialogue that occurs at the MPO. * Believes that the scheduling of occasional meetings outside the City of Boston should be implemented slowly.