

**Memorandum for the Record
Transportation Planning and Programming Committee of the
Boston Region Metropolitan Planning Organization (MPO)**

March 3, 2011 Meeting

10:00 AM – 12:30 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

Clinton Bench and David Mohler, Chairs, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

The Transportation Planning and Programming Committee agreed to take the following actions:

- approve the minutes of the meeting of February 17
- appoint a subcommittee to develop recommendations on the municipal member election process
- revise the MPO's Memorandum of Understanding (MOU) to:
 - reflect the current state transportation agency structure of MassDOT. There will be a total of five state agency representatives on the MPO – to include the Massachusetts Port Authority, the Massachusetts Bay Transportation Authority, and three Massachusetts Department Of Transportation members, including representatives of the Secretary and the Highway Division
 - remove the word “elected” from a paragraph outlining the voting rules, which currently requires at least one elected municipality to be present to create a quorum and pass a motion
- maintain the status quo in the MPO's MOU regarding the questions of:
 - the process for selecting the MPO and TPPC Chair
 - Regional Transportation Advisory Council's status on the MPO
 - level of member support to pass a motion
 - requirements for state support to pass a motion
 - whether to add member seats for the MetroWest Regional Transit Authority and the Cape Ann Transportation Authority

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – Clinton Bench, MassDOT

There was none.

3. Subcommittee Chairs' Report – Eric Bourassa, Metropolitan Area Planning Council (MAPC)

The Clean Air and Mobility Program Subcommittee will meet after today's Transportation Planning and Programming Committee meeting to hear presentations from applicants to answer their questions.

4. Regional Transportation Advisory Council Report – *Steve Olanoff, Regional Transportation Advisory Council*

The Advisory Council's next meeting will be on March 9 at 3 PM. There will be a forum on health and transportation.

5. Director's Report – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

CTPS will be changing the convention for staff's email addresses so that all staff members' addresses have a common format (jdoe@ctps.org). This is being done to conform to professional norms, and to make it easier for people to remember or ascertain our addresses. The existing email addresses will still work for a long time to come.

6. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of February 17 was made by John Romano, MassDOT Highway Division, and seconded by E. Bourassa. The motion carried.

7. Long Range Transportation Plan Update – *Michael Callahan, MPO Staff, and Scott Peterson, MPO Staff*

Staff distributed a memorandum and a matrix summarizing the feedback the MPO has received from members of the public regarding the draft Needs Assessment for the Long Range Transportation Plan (LRTP), *Paths to a Sustainable Region*. (See attached.)

M. Callahan reported that the MPO held a Transportation Equity Forum last week. Attendees expressed that the MPO has accurately identified environmental justice needs in the Needs Assessment. He also reported that that MPO received 38 comments regarding the *Bruce Freeman Rail Trail* project. Almost all expressed support for the project, but several expressed opposition and stated that funds should be spent on the maintenance needs of the transportation system rather than recreational projects. Also, the MPO has received public comments stating that unused rail right-of-way should be used for clean transportation options.

S. Peterson, MPO Staff, then gave a PowerPoint presentation on the comparison of the demographic data used for the last LRTP, *Journey to 2030*, and the Needs Assessment of the new LRTP with the data that MAPC is providing for the new plan, which has a forecast year of 2035.

He talked about what is changing between the last LRTP and the new one. There are three variables for the modeling used to forecast to the horizon year: the transportation system, the model set, and the demographic set. For the new LRTP, the transportation system will be held constant. The model set has been refined, but is not expected to produce any major changes to trip flows or traffic volumes. The population and

employment demographics will be a good proxy for predicting changes to trip generation and mode choice in the future. The demographics will provide additional inputs for forecasting possible changes to the trip generation and mode choice in the future.

He showed a map of population density in the region. Based on the new demographics there will be 10,600 more people and 100,000 fewer jobs in the region in 2035 as compared to the demographics used for the 2030 LRTP. The net affect would be that trip making may stay the same overall, but there may be certain locations where there would be increases or decreases in trip making. In S. Peterson's professional opinion, the changes will not be modes and will balance out.

Members discussed this topic.

In response to a question, E. Bourassa explained the differences in assumptions used in this LRTP as opposed to the last one. The new demographics take into account the current economic downturn, an aging workforce, and estimate stagnant job growth in the future.

A member of the public asked if the MPO model would be informed by changes occurring in areas adjacent to the MPO area. S. Peterson responded that the model does include 63 municipalities beyond the Boston Region MPO area and that the MPO receives demographic projections from adjacent regional planning agencies (RPAs).

8. MPO Memorandum of Understanding – *Clinton Bench and David Mohler, MassDOT*

P. Wolfe began the discussion about revising the MPO's Memorandum of Understanding (MOU) by recapping the discussion that members had on February 24. At that meeting, members began discussing issues of MPO membership. Specifically, they talked about whether local membership should be restricted to six members, whether municipal membership should specify three cities and three towns, whether elections should provide for one city or town from each of the eight subregions in the MPO area, and whether the current restrictions on multiple municipal candidates from a subregion (except for the Inner Core) should remain.

Members conducted a straw poll at that meeting. Paul Regan, MBTA Advisory Board, clarified his position and stated that the Advisory Board does support keeping subregional requirements, but remains concerned about the issue that prevents certain Inner Core communities from running in MPO elections.

E. Bourassa recommended that members discuss the municipal election issue later. He stated that the election issue does not have to be addressed now in the MOU. P. Regan supported this position.

Lourenço Dantas, Massachusetts Port Authority, provided members with a FHWA document that discusses MPO governance. (See attached.)

P. Wolfe noted that the members have three main questions before them today:

- What number of municipal representatives should be on the MPO?
- Should the distinction between cities and towns remain? If so, how many cities and towns should be members?
- How many state agency representatives should be on the MPO?

J. Gillooly stated that he would be changing the opinion he voiced in last week's straw poll. He supports having three cities and three towns if the MPO keeps the city/town designation. He also expressed support for having the current number of state agency representatives on the MPO, noting that multiple viewpoints and areas of expertise (planning, project implementation, etc.) will add to MPO discussions.

M. Pratt agreed that the various MassDOT divisions should be represented on the MPO, including the part of the agency that now handles the Massachusetts Turnpike (since it receives toll revenue for maintaining the Turnpike). She also stated that the existing MOU has worked well and advocated for not changing it. To address the Inner Core issue, she suggested having four cities and four towns on the MPO.

P. Regan pointed out that some state agencies – the MBTA and the Massachusetts Port Authority – have distinct funding sources separate from MassDOT. He argued against creating an additional MassDOT seat for the Turnpike, since MassDOT has a centralized planning function that covers both highways and the Turnpike. He also noted that adding seats for MassDOT would give extra votes to MassDOT during straw polls; this issue could be addressed by eliminating straw polls from the MPO's practice.

David Koses, City of Newton, stated that the MPO should make sure that every municipality that wishes to run in an MPO election can run. He advocated for eliminating either the city/town distinction or the subregional limit.

Members discussed the Inner Core issue. If a town and a city from the Inner Core both won an election, only one would be able to take an MPO seat if there was an incumbent Inner Core community on the MPO board.

L. Wiener argued that there is a false distinction between cities and towns given that some cities more resemble other towns in the region and vice versa. She noted that municipalities in subregions are more alike.

P. Regan stated that the election process needs to produce clear results.

E. Bourassa suggested that members defer this discussion until more research could be done to identify scenarios. He also asked members to think about whether they believe that if the city/town distinction were removed then cities would vote for cities and towns for towns. If so, that would be an argument to keep the city/town distinction.

C. Bench suggested a potential solution that would allow some flexibility. The city/town distinction could be maintained but there could be requirement for the number of cities and towns (such as a least two cities/towns, but not more than four).

Ginger Esty, Town of Framingham, noted that it is more difficult for towns to run for election due to the need to bring the issue to the Board of Selectmen.

L. Dantas recommended removing the city/town distinction, which is the preference indicated from the straw poll.

A motion to remove the city/town distinction in the MPO voting rules was made by L. Wiener, and seconded by D. Koses.

During a discussion of this motion, J. Gillooly and E. Bourassa expressed concern about addressing this issue separately from the issue about the MPO election rules. E. Bourassa stated that he would be in favor of discussing the issue after more consideration has been given. He also noted that MAPC has heard concerns that if the city/town distinction was removed, then it is possible that towns would be more likely to vote for towns, and cities for cities. This situation would be disadvantageous to cities.

Members who were in favor of removing the distinction shared their reasoning. L. Dantes noted that striking this provision from the MOU would not result in a change to the MPO election rules, but it would increase the MPO's flexibility. Michael Lambert, City of Somerville, agreed. He also expressed that it would be more likely for a community to vote for another in close geographic proximity than upon whether the municipality running is a city or town. D. Koses expressed concern about a situation in which a municipality wins an election but cannot be seated due to the existing rules. Christine Stickney, Town of Braintree, also expressed that every municipality in the region should be allowed to run, but that subregional limits should remain.

M. Pratt voiced strong opposition to removing the distinction and cautioned that this action could create the possibility of six towns winning MPO seats and no cities (due to the greater number of towns to cities in the region).

J. Romano suggested an alternative which would allow three cities and three towns plus one "wildcard" position which could be filled by either a city or a town.

A motion to amend the previous motion was made by Joe Cosgrove, MBTA. The amended motion would remove the city/town distinction in the MPO voting rules and stipulate that there shall be at least one city and one town serving on the MPO.

During a discussion, several members expressed opposition to the amended motion. J. Romano expressed concern that this action could lead to situations where there would need to be tie-breakers in elections. P. Regan again suggested holding off on the decision until more consideration can be given. J. Gillooly recommended focusing on the problem

of having rules that prevent certain municipalities from being able to run for election. E. Bourassa agreed with the previous speakers.

A motion to end debate on this issue was made by P. Regan, and seconded by E. Bourassa. The motion carried.

Members then voted on the amended motion to remove the city/town distinction in the MPO voting rules and stipulate that there shall be at least one city and one town elected to the MPO. The motion did not carry.

Members then voted on the original motion to remove the city/town distinction in the MPO voting rules. The motion did not carry.

A motion to have the MPO chair appoint a subcommittee to examine issues related to MPO voting rules was made by P. Regan, and seconded by C. Stickney. The motion carried.

The chairman subsequently appointed MAPC, the MBTA Advisory Board, and the Regional Transportation Advisory Council to serve on the subcommittee.

A motion to revise the MPO's MOU to reflect the current state transportation agency structure and MassDOT, to include MassPort, MBTA, and three members representing MassDOT, including the Secretary and the Highway Division– was made by J. Gillooly, and seconded by M. Pratt. The motion carried.

During a discussion of the motion, P. Regan pointed out that MassDOT Highway Division and the Massachusetts Turnpike share bonding and planning authority, while the MassPort and MBTA have access to funding sources to which MassDOT does not have access.

P. Regan raised the issue of whether the MPO chair should be elected rather than appointed. He stated that other MPOs do elect their chairs. M. Pratt expressed support for keeping MassDOT as chair since MassDOT can provide the information to which members do not have access. E. Bourassa stated that MAPC supports electing the chair, but that MAPC would give preference to MassDOT as chair. During the discussion a consensus emerged not to change the current provisions for the chair.

A motion to revise the MPO's MOU to make the Regional Transportation Advisory Council a voting member on the MPO was made by L. Wiener, and seconded by E. Bourassa. The motion did not carry.

During a discussion of this motion, arguments against making the Advisory Council a voting member focused on the body's advisory role, the fact that members are not elected, and the fact that the Council already has a vote on the Transportation Planning and Programming Committee, whose recommendations are adopted by the MPO. In

support of her proposal, L. Wiener reported that Advisory Council members feel that it would feel more substantive if the Council also had the MPO vote.

Members then discussed changing the voting rules from requiring a two-thirds majority to requiring a simple majority. No member made a motion to make that change. During the discussion a consensus emerged not to change the current provisions for the level of support required to pass a motion.

A motion to revise the MPO's MOU to remove the word "elected" from a paragraph outlining the voting rules, which currently requires at least one elected municipality to be present to create a quorum and pass a motion, was made by J. Gillooly, and seconded by B. Kane. The motion carried.

During a discussion of this motion, J. Gillooly noted that this action would not have any effect on the outcome of votes considering that at least one other municipal vote – besides Boston's – would be needed to get a two-thirds majority. M. Pratt expressed concern that this action would result in Boston's vote being able to nullify other municipal votes.

A motion to revise the MPO's MOU to remove the words "controlled by the governor" from a paragraph outlining the voting rules, which currently requires at least one state agency controlled by the governor to be present to create a quorum, was made by E. Bourassa, and seconded by B. Kane. The motion did not carry.

A motion to add two seats to the MPO for the two regional transit authorities (RTAs) in the region – the Cape Ann Transportation Authority and the MetroWest Regional Transit Authority (MWRTA) – was made by G. Esty, and seconded by J. Cosgrove. The motion did not carry.

During a discussion of this motion, arguments against adding the seats focused on the RTAs' inability to match federal funds or "bring money to the table," and their low ridership numbers in comparison to the MBTA's services.

Lynn Ahlgren, MWRTA, addressed the funding concerns by noting that RTAs receive federal funds directly from the Federal Transit Administration as well as funds from the state legislature which are passed through MassDOT. RTAs are required to participate in the regional planning process. She spoke to the ridership issue by stating that ridership should not be an issue given that municipal members do not have to meet that criterion. She also noted that in other regions of the state RTAs do serve on MPOs.

J. Cosgrove stated that it would be worthwhile for RTAs to have more active participation on the MPO.

In response to a member's question, P. Wolfe reported that in their recertification review of the MPO, the Federal Highway Administration's and Federal Transit Administration's only corrective action was to require that there be an agreement among the RTAs,

MassDOT and the MPO regarding the relationship of these entities. The federal guidance did not specify membership on the MPO.

Members moved on to issues concerning revisions to the MOU regarding the TIP and TIP process. P. Wolfe offered to have staff prepare draft text that addresses current practices and issues to substitute for the existing text. D. Mohler advised staff to prepare those materials for the next meeting.

9. Safety and Operations Analyses at Selected Intersections – *Karl Quackenbush, Acting Director, CTPS, and Chen-Yuan Wang, Project Manager, MPO Staff*
This item was not addressed.

10. Work Program – Screening Tool for the Installation of Modern Roundabouts – *Karl Quackenbush, Acting Director, CTPS*
This item was not addressed.

11. Members Items
There were none.

12. Adjourn
A motion to adjourn was made by E. Bourassa, and seconded by B. Kane. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, March 3, 2011, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway

City of Boston

City of Newton
City of Somerville

MAPC

MassPort
MBTA
MBTA Advisory Board

Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

Clinton Bench
David Mohler
John Romano
Marie Rose
Jim Gillooly
Tom Kadzis
David Koses
Michael Lambert

Eric Bourassa
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Paul Regan
Brian Kane
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Michael Callahan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Efi Pagitsas
Sean Pfalzer
Karl Quackenbush
Alicia Wilson
Pam Wolfe

Other Attendees

Lynn Ahlgren

Robert McGraw
Joe Onorato
Karen Pearson

Wig Zamore

MetroWest Regional Transit
Authority
Edwards Angell
MassDOT Highway
MassDOT Office of
Transportation Planning
Somerville Transportation Equity
Partnership / Mystic View Task
Force

MEMORANDUM

DATE February 24, 2011; Revised March 3, 2011
TO Transportation Planning and Programming Committee
FROM Anne McGahan and Mike Callahan, MPO Staff
RE Public Outreach Feedback on Draft Needs Assessment

INTRODUCTION

The Boston Region MPO held a series of public meetings in February to gather feedback on the draft transportation needs assessment conducted as a component of the next Long-Range Transportation Plan, Paths to a Sustainable Region. Meetings were held on February 10 in Saugus, February 15 in Needham, and February 16 in Boston. Additionally, Friends of the Bruce Freeman Rail Trail invited staff to Concord on February 17 for a meeting and the MPO held a Transportation Equity Forum in Boston on February 23. Approximately 140 people have attended the Plan-related meetings through February 23.

SUMMARY OF FEEDBACK

Many diverse viewpoints were expressed at the meetings. Following is a summary of views that were expressed multiple times by different people. A more complete description of the comments made at the meetings can be found in the summaries that follow this section.

- A needs assessment is a good way to start the planning process.
- Economic development is a need for the Boston region. The transportation needs that support economic development projects should be identified.
- The MPO should prioritize the needs.
- The MPO should study the total cost of the needs so the magnitude of the financial shortfall is understood.
- The cost effectiveness of projects should be measured so the projects that best solve the region's needs are programmed.
- Trails provide non-motorized connections between activity centers and transit stations. They support public health and protect the environment.
- Trucks are a burden on our highways. There is a need to use the freight rail system to support efficient freight distribution.
- The rail system is unlikely to carry the freight moved by trucks in the Boston region. The corridors should be used for other clean transportation options, such as trails and public transportation.

MEETING SUMMARIES

Saugus Workshop

The meeting participants made the following comments:

- Route 1 is designed to 1930s standards and needs to be upgraded. However, the highway should not be expanded as this will shift congestion to other portions of the highway and have negative consequences for the communities along the highway.
- There is a lack of transit service to Lynn. Extending the Blue Line to Lynn will encourage good land use development.
- The North Shore Alliance for Economic Development listed their five transportation priorities for 2011. These projects are supported by the Alliance for their potential to create a more vibrant economic foundation for the North Shore:
 - Reconstruction and improvements on Route 128, Exit 19 at Brimbal, Sohier, and Dunham: This project would facilitate the development of 250 acres.
 - Route 1 Improvement Project, widening of Route 1 between Route 60 (Copeland Circle) and Route 99, and the Bell Circle upgrade: The proposed gaming facility at Suffolk Downs will make this project even more important.
 - Blue Line extension to Revere and Lynn: The goal for 2011 is to complete the Environmental Impact Report and for the project to be in the Long-Range Transportation Plan.
 - Parking Garage and Train Station Upgrades in Beverly and Salem
 - Route 128 Corridor Study: This study would determine improvements that can eliminate traffic slowdowns on Route 128 at the Lowell Street and Route 114 interchanges.

Needham Workshop

The meeting participants made the following comments:

- There is bad congestion in the Needham Street/Highland Avenue corridor connecting Newton and Needham. This area would benefit from an extension of the Green Line along the existing rail bed that runs along the corridor. It would stimulate economic development in area of the New England Business Center. It is an economically important area for the state because of the potential to create jobs in the area. The bottlenecks there discourage business activity.
- Economic development is not happening along the transit corridors in the West Corridor.
- It's not clearly laid out what transportation investments are needed to support economic growth and the many large economic development projects identified in the needs assessment. A connection needs to be made in the needs assessment between the region's economic needs and the transportation needs that can support them. The existing and proposed developments should be noted. For instance, the Westwood Station project depends on improving the I-93/I-95 interchange in Canton and development along Route 128 in Newton and Needham would be supported by a transit connection.

- The MPO should consider return on investment in its projects. Where can it get the biggest bang for its investments? Extending the Green Line to Needham would have large economic benefits.
- Rail trails serve a need to connect activity centers and transit stations with non-motorized transportation options. There are many minor, unused branches off of rail lines that could provide more of these connections. They also can improve our health, although they are not simply for recreation. They could support commuting, too.
- MassDOT needs to spend more on the transportation enhancements program.
- The MPO is not funding or planning to fund many shared-use paths. There should be more funding allocated to them.
- The MPO needs to study how the projected 70 percent increase in freight volume will affect the transportation system in each of the corridors.
- The Bay Colony Rail Trail would help connect to activity centers and the Needham Line commuter rail and would give people other transportation options in this congested area.
- Freight rail routes are not mapped in the needs assessment. These should be mapped along with the class and speed restrictions of the lines. People should know where this infrastructure is, even if it's abandoned. These contiguous corridors are valuable.
- The MPO should identify the total cost of the region's maintenance needs. This number would be much larger than the funds available.
- The biggest need in the Boston region to support the President's high speed rail initiative is the proposed North-South Rail Link.

MPO Open House Sessions

Meeting participants made the following comments:

- More bicycle and pedestrian counts on the roadway network are needed.
- Data on crashes between bicyclists and pedestrians are needed. The Registry of Motor Vehicles only collects data when an automobile is involved in the accident.
- There is a severe funding shortfall. The needs should be presented in a way that makes the priorities clear to the public. Additional funding is a huge need.
- Freight is often ignored in regional transportation planning. The relocation of the freight rail terminal in Allston needs to be addressed in the needs assessment. Efficient freight distribution contributes to economic development.
- The MPO should use its big picture view of the region to consider how distribution of goods can be done more efficiently. This would give the municipalities an understanding of the value of industrial land. The distribution sites, and possible future distribution sites, should be mapped. MassEcon is a group that can help identify sites.
- The needs assessment is the right way to start the process. It's not perfect, but is a very good step forward.
- Transit mode share should be examined in the same way that walk and bike mode share were studied. The role of transit is undervalued when mode share is studied at the regional level, rather than studying the mode share of transit in areas where it's available.
- The MPO should study the total cost of the needs and compare it to the funds available. This could be a Unified Planning Work Program study.

- The MPO should study the cost effectiveness of projects. For instance, it could study the carbon dioxide emissions reduced per dollar spent on the project.
- The MPO should highlight projects that would be in the Plan if more funds were available.
- Commuter rail service is needed in parts of the Central Area. Service is spotty at Ruggles and Yawkey Stations.
- The Longwood Medical Area is dependent on cross-town buses. There is a need for better cross-town service.
- The Green Line needs capacity improvements.
- The Longwood Medical Area has 10,000 more employees in the base year than are identified in the demographics.

Transportation Equity Forum

Meeting participants made the following comments:

- More people are using the transit system than are counted by the MBTA due to fare evasion on the Green Line. There is a need for more accurate passenger counts.
- Gaps in the bicycle and pedestrian network need to be filled.
- Better snow removal is needed. Poor snow removal makes it difficult to walk, bike, and access the MBTA.
- A buffer zone around Logan Airport is needed. Massport places parking decks and other burdensome infrastructure around its periphery near residential areas.
- Underutilized freight rail corridors in the urban core of the region should be used for clean transportation options. The benefits of freight rail in the urban core are small compared to the benefits of rapid transit, such as the Urban Ring. Freight rail is better at long hauls, which are not the freight rail movements occurring in the urban core.
- The complete streets concept is good for small urban streets. Implementing this concept on large arterials could have negative consequences on health because people would be inhaling harmful emissions.
- The Community Path needs to be extended into East Somerville. This is the only portion of the trail in an environmental justice community, but it's not designed.
- The MPO clearly needs more money to address the region's needs.
- The MPO should prioritize the transportation modes in the following order:
 - Pedestrians
 - Bicyclists
 - Public transportation
 - Highways
- Better transit service is needed by people who can't drive and the poor.
- Government should encourage people to live closer to their workplace.
- Poor residents are being pushed out of their communities by gentrification and need better transit service in the communities they are moving to.
- Smaller transit vehicles should be used to circulate people in neighborhoods.
- More transit service and better service are needed to address the transportation needs of the elderly population. This will become increasingly important during the next 20 years.

Bruce Freeman Rail Trail Meeting

Staff gave an overview of the Long-Range Transportation Plan development process and took questions and comments. Approximately 70 people attended the meeting, which was broadcast on local cable television.

Meeting attendees made the following comments:

- The Bruce Freeman Rail Trail is the only rail trail project included in the current Long-Range Transportation Plan that does not have an earmark associated with it. There should be more trails in the Plan.
- The trail will have negative effects on White Pond and other sensitive areas. The trail is more of a want than a need.
- Freight transportation is an important issue and the closing of the Allston rail terminal is a concern. However, the former rail corridor that would be home to the Bruce Freeman Rail Trail was not an economically successful enterprise. Truck traffic is a problem in the nation, but there is not enough heavy industry to significantly divert freight from trucks to railroads. Meanwhile, bicycle and pedestrian transportation modes are becoming more important.
- Towns along the Bruce Freeman Rail Trail have shown their support for the project by spending Community Preservation Act funds to advance its design.
- The Bay Colony Rail Trail should be included in the Plan's Universe of Projects. The trail has broad support in Newton, Dover, and Medfield. However, Needham would prefer an extension of the Green Line along the corridor.
- Trails are needed because they allow residents to travel within and between towns without an automobile. Trails should be treated more equitably. There is more visibility of the importance of trails at the federal and state level.
- The Bruce Freeman Rail Trail should be programmed for construction in the 2015 element of the Transportation Improvement Program.

MEETING ATTENDANCE**Saugus**

Jane Ahern-DeFillippi of Melrose

Bill Luster, Executive Director of the North Shore Alliance for Economic Development

Jamie Marsh, community development director of the City of Lynn

Fred Moore, Association for Public Transportation

James Tozza, President of Bike to the Sea

John Walkey, Massachusetts field director for Transportation for America

Sheri Warrington, Senator McGee's office

Needham

Devra Bailin, Needham Economic Development Director

Frank DeMasi, Wellesley representative to the Regional Transportation Advisory Council

Howard Erlichman

State Representative Denise Garlick

Michael Greis, Green Needham
Joel Lebow of Needham
Susan McGravey, Green Needham
Steve Olanoff, Westwood representative to the Regional Transportation Advisory Council
Arnold Pinsley of Natick
Betty Soderhold of Needham
Arnie Soolman of Needham
Tad Stanley, Needham Bikes and the Bay Colony Rail Trail
Heather Urwiller, Randolph Planning Department
Jerry Wasserman, Needham Selectman
Dick Williamson of Sudbury

Boston, Open House

Wayne Amico, VHB
Louise Baxter, MBTA Riders' Union
Joe Cosgrove, MBTA
Tom Broadrick, Duxbury Planning Department
Pat Brown of Sudbury
Debbie Burke, City of Malden
Paul Carter
Allan Chiocca, Rockland Town Administrator
Michelle Ciccolo, Town of Hudson
Frank DeMasi, Wellesley representative to the Regional Transportation Advisory Council
John Diaz, GPI
Trish Domigan, VHB
Jim Fitzgerald, World Tech Engineering
Marzie Galazka, City of Everett
Stephan Gavin, MBTA Riders' Union
Meaghen Hamill, Senator Thomas McGee's office
Sarah Hamilton, MASCO
George Howie, GPI
Kristina Johnson, Quincy Planning Department
Tom Kadzis, Boston Transportation Department
Erin Kinahan, MassDOT District 6
Larry Koff of Brookline
John Lucas of Rockland
Alan Moore, Friends of the Community Path
Eric Moskowitz, Boston Globe reporter
Rich Parr, A Better City
Stephanie Pollack, Dukakis Center, Northeastern University
Rich Reine, Town of Concord
Bill Renault, Town of Concord
Richard Schoenfield, Boston Society of Civil Engineers
Elizabeth Schoetz, Senator Katherine Clark's office
Bill Smith, Town of Brookline

Ed Tarallo, Woburn Planning Department
Joe Viola of Brookline
David Watson, MassBike
Lynn Weissman, Friends of the Community Path
Tom Yardley, MASCO
George Zambouras, Town of Reading

Boston, Transportation Equity Forum

Louise Baxter, MBTA Riders' Union
Diane Brown of Boston
Joe Cosgrove, MBTA
Sarah Freeman, Emerald Necklace Conservancy and Arborway Coalition
Tom Kadzis, Boston Transportation Department
Lenny Reisner, Tufts University student
Ellin Reisner, Somerville Transportation Equity Partnership
Jamie Simchik
Stuart Spina
John Walkey, Massachusetts field director for Transportation for America
Ralph Walton, Association for Public Transportation
Karen Wepsic, On The Move
Wig Zamore of Somerville

Bruce Freeman Rail Trail Meeting

This meeting was hosted by Friends of the Bruce Freeman Rail Trail. More than 70 people attended the meeting, but a list of attendees is not available.

MPC/mpc

Encl.

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Unidentified	Resident of Sudbury	Sudbury is NOT overwhelmingly in favor of the Bruce Freeman Rail Trail. Moreover in a time of austerity, things such as new trains for the T and fixing bridges are far more important than rail trails, which are predominately recreational	3/2/2011
Thomas Hedden, Ph.D.	(self-employed)	I strongly urge you to support the Bruce Freeman Rail Trail and give it everything it needs to extend it all the way to Framingham. I rode on the portion that has been completed within a few days of its completion, and already then it was FULL of riders, skaters, joggers, baby strollers, you name it. This shows just how much pent-up demand there is for this type of trail. I know that there are competing projects, but the amount of money required by the BFRT is small compared with many of them, and it will definitely be used. Roads with motor vehicles can be dangerous for riders, especially children. This type of trail promotes healthy exercise and keeps riders safe. Please make the BFRT a reality all the way to Framingham. Thank you, Thomas Hedden	2/28/2011
Chris Barrett		The Bruce Freeman Rail Trail is an important transportation asset to the region and would be even more valuable if it continued to Concord. Please give every consideration to funding the next phase of this project. The state certainly has voiced its approval for the project with the nearly 1 million dollar funding it provide for design of the next phase. Don't let these be wasted dollars and let the next phase of the trail be built as soon as possible.	2/28/2011
William Latimer	Clinton Greenway Conservation Trust	The DCR has leased the Mass Central rail line to turn into a rail trail; this will be the spine of the state Greenway plan (and will hopefully run thru my town). The Bruce Freeman trail will be the longest intersecting trail in the area, and will make the MC much more useful for transportation, especially with connections to the MBTA and larger towns. The state has returned tens of millions of dollars to the Federal government, hamstringing alternative transportation efforts which give benefits for health, the environment, social justice, and community connections. The BF will be an important resource for the area.	2/28/2011
Richard J. Fallon		I live in Acton, I'm a big fan of rail trails, the Ayer one is excellent, and also the Chelmsford one. So I recommend funding for the continuation of the Chelmsford one (Bruce Freeman? rail trail) to Acton and Concord, and the Marlboro rail trail to Maynard and South Acton.	2/28/2011
Bob Krankewicz	Bruce Freeman Rail Trail member	It's of critical importance now to continue planning for this bike trail in the context of the environmental "greening" of Massachusetts. Granted, money for such projects is tight, but if the completion of this trail improves citizen's health through increased exercise and cleaner air by encouraging its use instead of commuting to work or play via some form of internal combustion engine; it is worth it! Going forward a higher priority in this regard could lead to a healthier citizenry which in turn lessens the cost of healthcare to the public and the state government. However, to achieve such goals planning for the future MUST begin NOW.	2/28/2011
John Barry	Bolton resident	I support this important project and hope that it will be maintained as a priority for the state.	2/28/2011
Robert Comer	Friend of the Bruce Freeman Rail Trail, Concord resident	In serving of the sustainable transportation needs of the Northwest Corridor, please make it a priority to complete the Bruce Freeman Rail Trail, particularly the sections in Concord and Acton. These sections are well along in the planning processing, thanks to substantial investments from local municipalities as well as the state. In addition, volunteers have put in countless hours in town committee meetings, trail clearing projects, etc. When completed there will be greatly enhanced bicycle and pedestrian access to the Fitchburg commuter rail line at West Concord, in addition to the village itself. The rail trail will also help the generation currently reaching school age to grow up accustomed to the concept of using their feet and bicycles not only for recreation but for practical transportation purposes. And a relatively modest additional investment in expanded bicycle parking and storage facilities, especially at West Concord but elsewhere along the rail line as well, also makes a great deal of sense. Because the knowledge (a) I can bike to the train and (2) I can store my bike safely and reliably until completing my round trip should do much to encourage sustainable commuting and travel, enhanced bicycle storage offers a great way to leverage investments in both the rail lines and the rail trail.	2/28/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Danielle Woodman Kehoe	Individual	Good morning, I moved to the area from Buffalo in June of 2010. I found the town of Chelmsford after looking up bike paths and going for a bike ride on the Bruce Freeman Rail Trail. I am writing to express my full support for the expansion of this trail. Trails provide multiple benefits--they support the health of citizens by providing a beautiful, safe space for activities such as walking, running, and bike riding. They provide a safe environment for pedestrians--here many streets do not provide sidewalks so this is important. I chose to buy a house in Chelmsford in part due to this wonderful trail. I hope you will consider supporting the expansion of the trail. Thank you.	2/28/2011
Nancy Peacock		Who said in effect: "I never despair of the future of civilization when I see an adult on a bicycle. " Keep up the good work.	2/27/2011
Robert Mandel		I am a bike rider and would make use of expanded riding trails and facilities. I believe that spending on Bike Trails should not be funded in the current state budget being constructed. This should be reconsidered in the next budget. This is a time to close our budget deficit by eliminating any not necessary spending. I believe that bike oriented facilities expenses are not essential.	2/27/2011
Gerard Boyle	Resident	Please fund these trails before I am too old or incapacitated to use them	2/27/2011
Timothy Fohl		Trails are good for people. Rail trails are good for more people.	2/27/2011
Bill Stewart	Acton resident; enjoyer of Bruce Freeman Rail Trail in Westford/Chelmsford	I want to voice my support for expanding the Bruce Freeman Rail Trail. As a resident of Acton, I look forward to the trail extending south to our town (and beyond). The trail as it currently stands is a wonderful facility. Whenever I ride on it, I pass families of bikers, runners, and walkers. It's clear that the trail gets a lot of use.	2/27/2011
Jim Salem	Unaffiliated	I urge you to support funding for the Bruce Freeman Rail Trail. It will be a huge asset for the communities along its path and will help reduce automobile traffic along the route. It will also meet the needs of a better bicycle connection to the Fitchburg rail line as described in your long range transportation plan. It has a very committed base of supports in the area.	2/27/2011
Robert D. Hall	Friends of the Bruce Freeman Rail Trail	I was much impressed by the thoroughness with which the MPO is working on the Long Range Plan, as this was detailed in the presentation in Concord on February 17. It is a huge difficult task made all the more difficult by the present economic conditions that severely limit funding for enhancement projects. I would simply ask the planners not to fall into the mistake of viewing trails for bike and pedestrian travel as simply recreational facilities whose realization can be delayed until the economy can afford such luxuries. They qualify as valuable conduits that serve to increase mobility, safe modes of travel that are environmentally friendly as well as healthful for the ever increasing number of people who use them. I think the Bruce Freeman Rail Trail is an excellent project that exemplifies those attributes to the highest degree, as well as many others, such a bringing the towns along the trail into closer cooperation in many spheres of activity. I urge the Boston MPO to do everything it can to move this project forward as rapidly as possible.	2/27/2011
Ellen Quackenbush	Concord MA resident	The Bruce Freeman Rail Trail is an essential part of the Concord community. Young, old, single, married, able-bodied and non-able-bodied all look forward to being able to enjoy the recreation and transportation aspects of the BFRT. Please support funding of this wonderful community treasure.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Frederick M. Rust	Boy Scout Troop 63, Sudbury, Scoutmaster	<p>There are few transportation alternatives for teen agers or other non-drivers in the Metro-West area. Bicycling can be a safe, enjoyable, and human-power alternative to autos, but only if there are dedicated bicycling routes. Mixing teenaged bicyclists and heavy auto traffic on narrow curved streets can be a safety hazard; but dedicated bike lanes and bike trails are safe.</p> <p>In my town of Sudbury, teenager travel destinations are the Curtis Junior High School; the Lincoln-Sudbury High School; the retail areas of South Sudbury, West Concord and Maynard; and town athletic facilities. All of these, except for Maynard Center and a minority of athletic fields, are on the north-south line of the Bruce Freeman Rail Trail. Completion of this dedicated bicycle corridor would be a great encouragement to teenager (and adult) bicycle transportation.</p> <p>I believe the transportation needs of younger citizens should be an important consideration to your needs assessment, and that dedicated bicycle facilities are an appropriate way to meet these needs.</p>	2/27/2011
Bob Schneider	Bruce Freeman Rail Trail rider	<p>I use the trail like a highway in place of my car. This saves my health as well as the atmosphere. Considering how much has been spent on roads and how little on bike paths, it seems its time to spend on the bike paths. If one where to spend time on the BFRT, this would all be clear. More happiness would be generated by extending the trail, then by any other use.</p>	2/27/2011
Franny Osman	Acton Transportation Advisory Committee	<p>I am in support of including Bruce Freeman Rail Trail in plan as it is an important, positive improvement to this area. Just take a ride on the northern part of the trail and see how it is booming, as are businesses along the way.</p> <p>Please include radial and circumferential routes between the big roads. 2a, 117, 20, --and, say, rte 27 for circumferential--for example.</p> <p>Between-town transit is a big lack and promoting local and between-town transit projects is a major economic positive movement.</p> <p>Local transit is crucial. Feeding into transit hubs is crucial.</p> <p>Thanks very much.</p>	2/27/2011
James Fitzpatrick	Sudbury, MA resident	<p>The value of town rail trails that cross town boundaries must be addressed at a county, regional or state level. The benefits to our community of rail trails are many fold including: health, a sense of community that develops as people use the trail, appreciation of environment and wildlife, as well as less polluting form of transportation. Because the benefits of rail trails are regional they should be driven by coordinated by state or regional level without individual towns being left to coordinate with others. MA ranks very low in the country for implementing rail trails and one of the main reasons is that approvals must be done on a town by town basis. Within Sudbury, a very vocal minority of people have delayed implementation of a rail trail crossing through Sudbury. The net result is that people in all communities of the region are being held hostage by a minority within a small town in the state.</p>	2/27/2011
Mary Hunter Utt	Friends of the Bruce Freeman Rail Trail	<p>Any form of transportation that helps wean us from cars, pollution, and oil dependence should be a priority. Now more than ever, what with the unrest in the middle eastern oil producing countries. Bicycle trails are important for recreation, connection, and fitness. The Bruce Freeman Rail Trail should be a priority.</p>	2/27/2011
Thomas W Bailey	Resident of Concord, MA	<p>Please include the Bruce Freeman Rail Trail in the draft Long Range Transportation Plan</p>	2/27/2011
Wendy Wolfberg		<p>It is critically important to support the Bruce Freeman Trail now. It provides a critical service in supporting community diversity as anyone spending any time on the trail can see. In these days of multiple cultures in every town, a neutral area to support positive and friendly interaction is critically important to the long term health of each community the trail touches. In addition to its community building aspect, it is also a critically safe place for recreational activity in our increasingly sedentary culture. It is safe for mothers with small children, for young kids on their own, for young people, older citizens, even seniors have a safe and accessible place to exercise and connect with their communities.</p>	2/27/2011

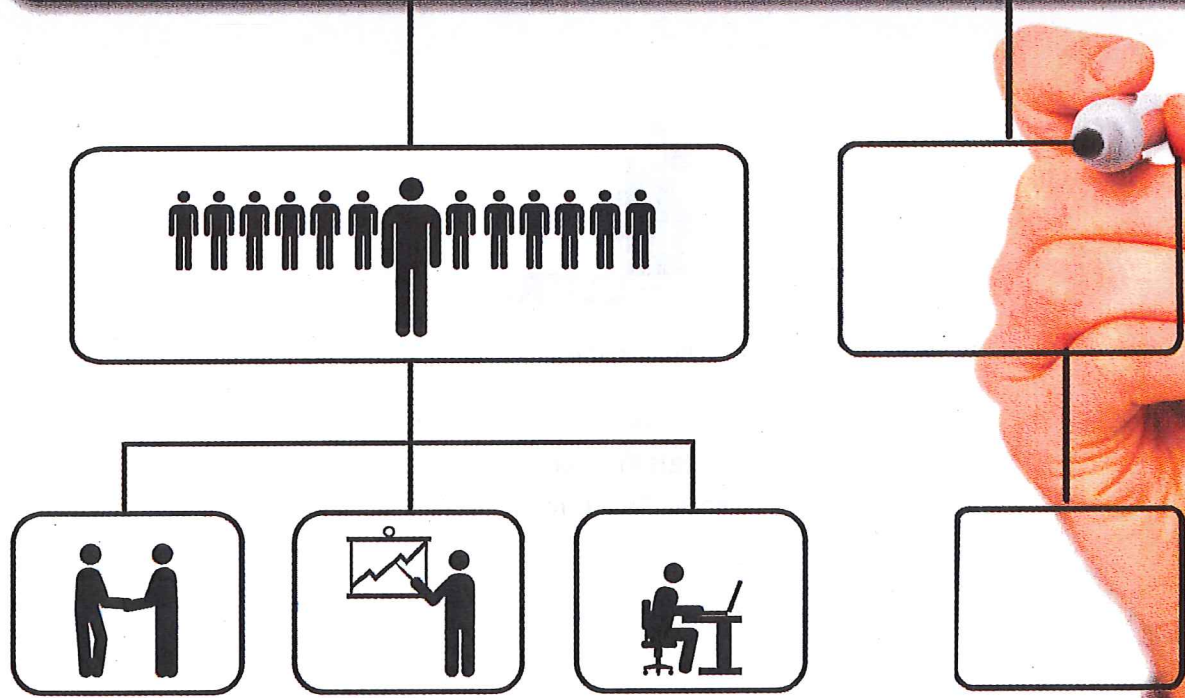
**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Brett Peruzzi	Friends of the Bruce Freeman Rail Trail	As a Framingham abutter of the proposed Bruce Freeman Rail Trail, I am an enthusiastic supporter of this project. I hope you strongly consider prioritizing this project high on your list for helping develop the sustainable transportation needs of the Metrowest area. This trail would provide a vital corridor for walking, biking, and other forms of personal transportation to many key points of interest and commerce, educational, and cultural facilities. Thanks!	2/27/2011
R Bradley Potts	Citizen, Westford, MA	Please support the Rail Trails. I would bicycle to work every day, if I had a safe route there. I would bicycle into Boston and Cambridge just for recreation if there was a safe route there. These Rail Paths are a wasted commodity at this time, and could be vitalized and utilized with support from the state.	2/27/2011
Sharon Mastenbrook	Citizen of Maynard (formerly Concord)	Traffic going out of the area served by the Bruce Freeman Rail Trail is at gridlock during rush hours no matter how you need to leave the area. There are not enough pathways to Boston and Lowell. Completing this rail trail as soon as possible will reduce the carbon footprint from autos in the area because some drivers will be able to have safe access to a transportation corridor via bicycle, have a faster commute and reap all the personal, community and environmental benefits of cycling rather than driving. Please make this already partially completed project an immediate priority. Thank you.	2/27/2011
Susan Brooks		With the price of gasoline hitting such high rates I vote Paths to a Sustainable Region Transportation should be a priority. I will be using the Bruce Freeman Trail for errands and riding a bike is safer there. I can shop and go to the post office and myTown Hall easily. My family uses the trails for recreation and to exercise. I'm on disability now and need to maintain my health. The government should help us travel easier and safer without cars because there is not any private funding for this type of project. It is good for the people but there is no money making involved.	2/27/2011
Barbara Pike		The Bruce Freeman Rail Trail would provide off-road non-motorized access to commuter rail stations, school, shopping centers, and recreation facilities. It should be included for construction funding.	2/27/2011
Pat Wallace		As someone with past involvement with the New England Futures Project and efforts to promote more regional thinking in CT, I am writing to share a small story that I think is indicative of why young adults are heading for other places. I have a 23 year-old daughter who recently took a job in Lexington, lives in Somerville, and would like to do things in Boston on the weekends. Because the Red Line shuts down at midnight, it is cheaper for her to take a \$20 bus to go to NYC for the weekend to be with friends than to pay for cabs to get back to Somerville from Boston on weekend nights. No new construction is required to fix this problem. Young folks with choices to make won't stick around for a city that closes its transit system down at midnight.	2/27/2011
Unidentified		Lets get these trails built so that I can enjoy them before I am too old to use them	2/27/2011
Judith Artley	Resident of Framingham, Bruce Freeman Rail Trail, Sudbury Valley Trustees, New England Wild Flower Society	I urge you to assist in every way (permitting, funding, etc, etc.) for the development of the Bruce Freeman Rail Trail. The Trail will be be valuable to me and others for safe, accessible transportation by foot and bicycle. I can leave my car at home and have a convenient path to get to work, library, shopping and other destinations. Minimizing the use of gas-powered vehicles improves air quality and eliminates noise. Thanks for including the rail trail in the plan.	2/27/2011
James Weaver		Rail trails are mainly recreational. Basic transportation infrastructure should have a much higher priority.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Pat Brown	Citizen	<p>The metrobostoncommondata.org information on walkways is, to my direct knowledge, out of date for my community (Sudbury). I have frequently walked on walkways beside roads which the GIS map indicates have no walkways.</p> <p>The data displayed on the GIS map is attributed to MAPC. I do not know how the data is verified, or whether it is (supposed to be) periodically updated.</p> <p>The need to expand walkway coverage may be perceived as more urgent in communities that delay updating their sidewalk inventory, since they appear to have fewer walkways than they actually have. Does this create a perverse incentive to delay reporting? If pedestrian accommodation funding is targeted to communities where the need is greatest, does the community that reports--rather than constructs--the fewest walkways win?</p> <p>I hope this is not a factor; if it is, I hope the revised walkway process devised as part of the Long Range Transportation Plan can address it.</p>	2/25/2011
Donna DeAngelis and Eric Holm		<p>I live in Concord MA and read the article in the Concord Journal asking residents to give comments on the Regional Plan allocations. I was pleased to read that the state was prioritizing funds and allocating them with the best outcome in mind. I live near the commuter rail station and take the train frequently into Boston over the past 20 years. I would take it even more often if we were investing more in the support and maintenance of the equipment. I have been stranded on several occasions in the past year due to disabled trains. At least two times, I've needed to take a cab home from Boston because the delays were several hours.</p> <p>I recognize that recreational investments, like the Bruce Freeman Rail trail are important, but investing in the maintenance of our basic public transportation infrastructure is even more important. I appreciate the fact that you realize our current system is in dire need of support.</p> <p>Although I'm sure you are getting a significant amount of pressure to do otherwise by pockets of people who support the rail trail , be assured that the majority of us would prefer that we address these basic needs first.</p>	2/25/2011
Ernest Stern		<p>I am very much in favor of the Bruce Freeman rail trail. It will provide me with a safe means to bike to west concord to shop, dine, etc while giving me the exercize my doctor has prescribed for me. I am 82 years old, in good health, and would love to see the trail come to fruition before I die.</p>	2/25/2011
Beth Logan		<p>I came to your site to comment on the need for alternative transportation routes like rail trails and trains. I decided to take the survey, but it has a missing answer. Alternative transportation is another way to cut green house emissions, but this wasn't a choice. My husband and I do a significant amount of our non-snow weather traveling via bicycles. You'll get more of this as the state offers safer routes for walking and biking. Also, these paths are less costly than roads and need fewer repairs.</p> <p>While I am all for repairs on existing roads, I am in support of new projects being non-motorized vehicular, like rail trails and trains.</p> <p>Living in Chelmsford, I am in support of extending (ie, finishing) the Bruce Freeman Rail Trail and extending the Lowell commuter rail into NH with a stop in Chelmsford.</p>	2/24/2011
Pat Brown	Citizen	<p>1) Does the draft LRTP incorporate the data and analysis, and address the recommendations, of the 2007 Massachusetts Transportation Finance Committee reports? These are posted here: http://www.eot.state.ma.us/default.asp?pgid=content/tfc_contact&sid=contact</p> <p>2) The Needs Assessment includes a "No Build" scenario--but it does not explicitly outline the results of a "No Maintain" scenario. It's easy to dramatize the effects of building something; it's less easy to understand the actual expected results of a failure to maintain. Further, it's easy to dramatize the cost of catastrophic (but very unlikely) failure; it's less easy to understand the cost of degradation of the infrastructure--the cumulative costs of de-rating a bridge, or closing a travel lane, or reducing rail loads and speeds to maintain safety on an aging infrastructure. We are (correctly, in my opinion) focusing on maintenance of existing facilities. The Needs Assessment should include a realistic look at how we expect mobility in the region to be reduced if we choose not to invest in maintenance.</p>	2/22/2011

Staffing and Administrative Capacity of Metropolitan Planning Organizations



Federal Highway
Administration

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Staffing and Administrative Capacity of Metropolitan Planning Organizations



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Department of Transportation

Chapter 2: Governance of Metropolitan Planning Organizations

All responding MPOs reported having a governing board that sets policy for the transportation planning process in that region. United States Code Chapter 23 § 134(D)2 requires that all MPOs operating in a transportation management area (TMA) to be governed by a board consisting of local elected officials, representatives of agencies that operate alternative modes of transportation, and relevant state officials. Actual board composition is not set by federal law or regulation. Federal law is also silent on non-voting board membership, the constitution of advisory committees, and voting rights of board members. MPO governing boards are free to adopt bylaws regulating all of these topics.

The number of seats on each MPO governing board is established during the designation of a newly-formed MPO. After the initial designation, each MPO is free to adopt bylaws that dictate the number of seats and voting rights on the governing board. Federal regulations require a new designation process if the number of seats will change substantially. MPOs commonly revisit the governing board seat allocation after the results of each decennial census are released, although this is usually just a review of bylaws, not a formal designation process. State statute guides MPO board composition in at least nine states, and in those cases MPO bylaws must conform to the statute in that state.

The survey contained approximately 10 questions relating to MPO governance to gain further insight into these issues. MPOs were asked to report the number of voting governing board seats by constituency. The 133 MPOs who responded have 2,142 total board seats. Extrapolating the data indicates there are approximately 6,200 voting seats on MPO boards nationwide. Table 2-1 illustrates measures of central tendency including the mean (average value) number of board members at 16.1, the median (middle value) at 14, and the mode (value that occurs most often) at 9. Because the mean is higher than the other measures of central tendency, the presence of several high outliers is indicated. High outliers were generally reported by MPOs hosted by regional councils, where the board governed both the MPO and the regional council operations.

Table 2-1 MPO Voting Governing Board Seats: Measures of Central Tendency

Mean	16.1
Median	14
Mode	9

Survey responses indicate wide variation in governing board size. The smallest boards have only five members, while the largest in this sample has seventy-three members. When ranked from largest to smallest, the top quarter have 19 or more members while the bottom quarter have eight or fewer members. Board size varies in relation to the population of the MPO. MPOs with fewer than 100,000 people in their planning area have a mean number of 9 board members, while agencies with more than 1 million people have a mean number of 25 board members. Figure 2-1 illustrates the increase in board size as MPO area populations grow. This is an expected result from the addition of new planning area territory, after which the board must be expanded to include new local government representatives.

Although a variety of people serve on MPO governing boards, the vast majority of seats belong to local elected officials—the first eligible category in federal law. Table 2-2 summarizes the frequency and allocation of MPO board seats. Municipal elected officials (mayors, council members, or alderman) are the dominant participants in the MPO process, given that they serve on 94 percent of all MPOs in the survey and hold nearly 7 seats on average. County commissioners (e.g., council member, selectman, or supervisor) are also a significant presence on MPOs, as they are found on 81.2 percent of MPO boards

and hold an average of 2.9 seats per MPO. Seats that are not reserved, vacant at the time of the survey, rotate among different types of government, or are otherwise not defined represent an average 1.7 seats per MPO. Countywide elected officials, defined as individuals holding executive positions, such as a county executive, sheriff, property appraiser, or county judge, have a seat on 30.1 percent of the MPOs with an average of just under 1 seat per MPO.

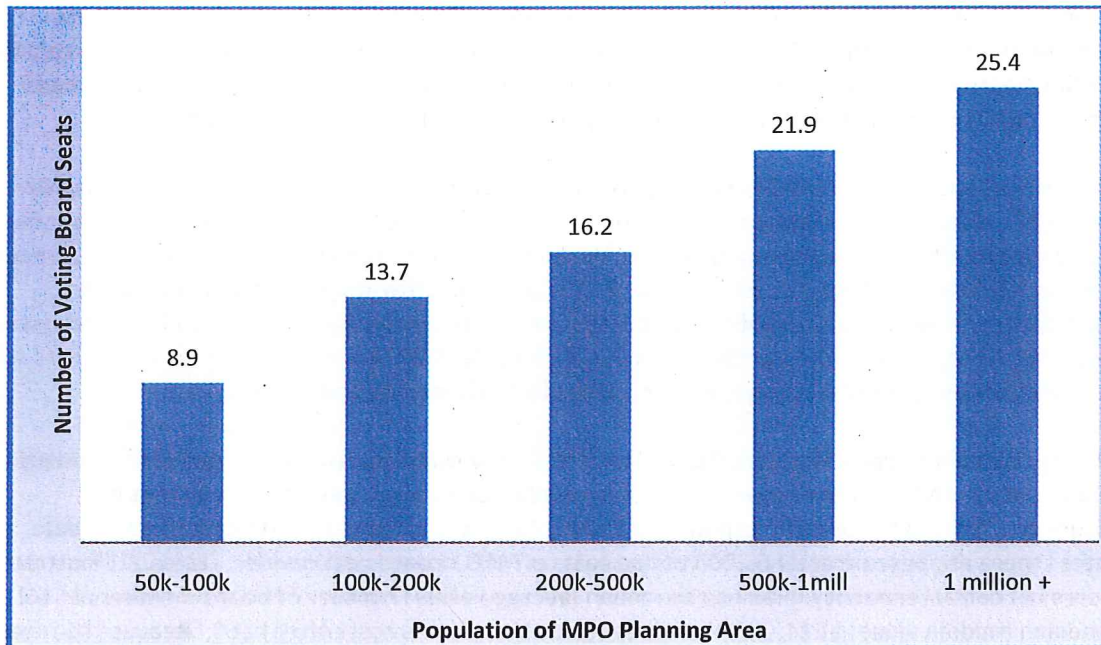


Figure 2-1 Membership size of MPO Governing Boards by population group.

Table 2-2 MPO Governing Board Seat Allocation and Frequency

Seat Type	Percent with this Seat Type	Average Number of Seats
Municipal Elected Officials	94.0%	6.8
County Commissioners	81.2%	2.9
State DOT	64.7%	0.9
Public Transit Agency	45.1%	0.6
Not Reserved	39.1%	1.7
Countywide Elected Official	30.1%	0.9
Regional Council	19.5%	0.2
Gubernatorial Appointee	17.3%	0.3
Aviation Authority	13.5%	0.2
Seaport Authority	12.0%	0.2
Private Sector	9.0%	0.3
Toll Authority	9.0%	0.1
School Board	6.8%	0.1
Tribal Government	6.0%	0.2
College or University	5.3%	0.1
Military Installation	3.0%	<0.1

Federal law states that “appropriate state officials” should serve on the MPO governing board. State officials serving on boards are one of two types: state department of transportation (DOT) officials and gubernatorial appointees. State DOT officials are the third most common board member category—nearly 65 percent of MPO boards have a voting representative from their state DOT. Gubernatorial appointees to MPO boards are relatively rare. Only 17 percent of MPOs have one on their board, and in some cases the appointee is a career service employee of the state DOT who is selected by the governor to serve.

Modal transportation agencies are eligible to serve on MPO boards according to Federal law, but make up only a small proportion of actual board members. Public transportation agencies are the most common modal agency and are represented on forty-five percent of MPO boards. Seaport or aviation authorities are represented on 10 percent of MPO boards; toll authorities are represented on a handful of MPO boards (9%). Several respondents reported that modal agencies in their planning area are owned and operated by a municipal or county government and therefore the agency is not granted an additional seat, since it is considered to be represented by the corresponding local elected officials. There are isolated examples of school boards, tribal governments, colleges or universities, private sector representatives, and military installations serving on MPO boards.

Figure 2-2 shows the type of seat as a percent of the total number of seats of reporting MPOs. Municipal elected officials occupy 42.2 percent of the board seats, with county commissioners filling another 18.2 percent. The number of elected officials serving on MPO boards may rise to over 80 percent when seats “not reserved” are filled with extra elected officials, and people holding elective office occupy ex-officio modal seats.

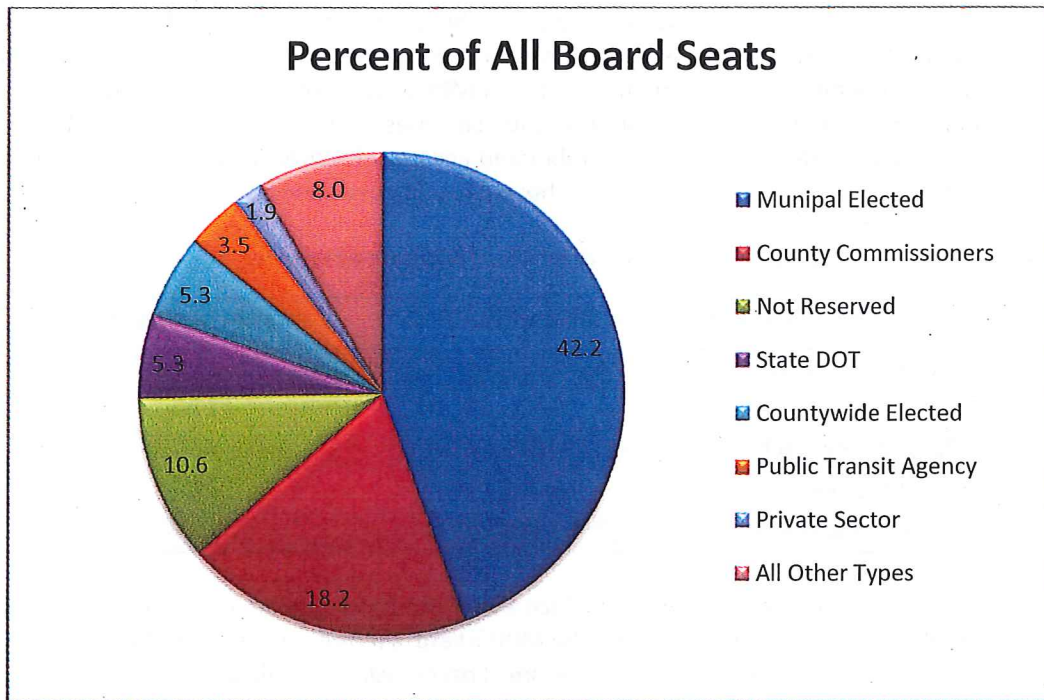


Figure 2-2 Aggregate percent of all reporting MPO board seats.

MPO governing board composition is unique to each urbanized area. Although MPOs must comply with federal statute in establishing their board, state statutes may provide additional guidance for assembling the MPO board. MPOs should understand the breadth of options available to them. For example, areas with many local governments may establish a large board to accommodate adequate local representation, whereas areas with complex transportation issues may desire a board that has seats allocated to modal agencies.

The MPO survey revealed that MPO boards range considerably in size with most having between nine and eighteen members. This is a manageable size for even the smallest staff to administer, while at the same time giving a voice to an appropriately diverse group. Extremely large boards—although impressive in their comprehensiveness—may have the effect of detracting from the staff’s ability to work with individual board members and diluting the value of each member’s time and effort. Conversely, extremely small boards may not be as inclusive in decision-making as federal law intends. Both extremes of MPO governing board size should be avoided unless necessary to maintain intergovernmental political balance.

Voting Rights of Board Members

At some MPOs, intergovernmental politics and demographics lead some board seats to be treated differently than others. Intergovernmental balance is often addressed through seat rotation, allocation of seats, and vote weight.

Many MPOs do not have enough seats on the governing board to allocate at least one to every member local government. One solution to this problem is for certain seats to “rotate” among a subset of member local governments. Among survey respondents, thirty-six of the 133 MPOs (27%) reported at least one seat that rotated among member local governments. Although seat rotation is reported by MPOs of all sizes, the condition is more common in larger MPOs. Seat rotation may become more necessary within larger regions where new areas or municipalities are more likely to be absorbed into the MPO planning area. Table 2-3 shows the number and percent of MPOs in each population group that have at least one seat that rotates among a subset of local governments.

Table 2-3 Governing Board Seat Rotation Frequency

MPO Population Category	Number of MPOs	Percent of Category
50,000-100,000	4	15%
100,000-200,000	5	17%
200,000-500,000	11	42%
500,000-1,000,000	3	23%
1,000,000 or more	13	57%

Some seat rotation arrangements prescribe the office a person must hold to occupy the seat, or limit the length of time that one individual may serve on the MPO board. At one southeastern MPO, a board seat rotates every two years among the mayors of three small barrier island municipalities. Another arrangement allocates a seat to a set of qualified local governments and lets those governments choose their representative. For example, one pacific northwest MPO allocates one seat to the municipal league from an outlying county, and the league is free to install or withdraw an elected official for that seat at any time. Other arrangements are even less formal—an MPO in the Great Plains reported one

seat rotating between two small counties “at their convenience.” Frequently, local governments who are rotated off the board will be assigned a non-voting seat on the MPO board.

The survey showed that some MPOs strive to be inclusive through non-voting and rotating memberships. Non-voting membership allows people not eligible for voting membership to fully participate in board level discussions. Rotating board seats allow the smallest of governments to have their voice heard at the largest of agencies.

Another means for balancing local intergovernmental politics is to establish a weighted voting scheme within the bylaws. There is no requirement for every board member’s vote to count equally. Weighted voting is relatively uncommon—it was reported by only 13.5 percent of MPOs. No correlation appears between agency size and weighted voting. The most common method reported for assigning weight to votes is in accordance with the population of the local government represented by the board member. Several MPOs reported that although the MPO’s bylaws established a weighted voting scheme, it had never been exercised by the governing board.

Weighted voting is a frequently discussed topic in MPO circles.⁸ However, the survey revealed that among respondents, the presence of weighted voting is an exception to the rule rather than the norm. Several MPOs with bylaws permitting weighted voting reported that it had never been used. Proper communication from professional staff, early consideration of board member concerns, and thorough public involvement can minimize divisive votes on the MPO floor. If little or no division exists, the utility of weighted voting is minimal. Further, an MPO with voting seats for state officials or modal agencies will have difficulty designing a weighted voting scheme. This is because it is difficult to assign weight to the votes of members who represent the entire MPO area (such as a state DOT representative), or operate an agency that has no real boundary (such as a port authority or transit agency).

⁸ Federal Highway Administration/Federal Transit Administration Transportation Planning Capacity Building Program (TPCB), “Peer Exchange Report: Best Practices for Small and Medium Metropolitan Planning Organizations.” Ft. Smith, AR: April 18-20, 2004. Available from: <http://www.planning.dot.gov/Peer/Arkansas/arkansas.htm>



METROPLAN

Metroplan

Little Rock, AR

Metroplan is a voluntary association of local governments that functions in a similar fashion to a regional council. Although Arkansas has state-mandated regional planning and development districts—including one around Little Rock—the private sector and local governments in the area created and charged Metroplan with the 3-C metropolitan planning process and select other regional tasks. Most of Metroplan’s staff is devoted to MPO activities, but projects on air quality, environment, and land use are undertaken on a regular basis. The agency traces its roots to 1955, when a group of business interests and local officials formed the organization to perform long range infrastructure planning. Metroplan was designated the MPO for the Little Rock area after the 1973 Federal Aid Highway Act. It took on its current organizational structure after the passage of ISTEA in 1991.

Although private sector representatives once served on the board of directors, today Metroplan is governed by a 27-member board that includes mostly municipal elected officials. Each dues-paying member local government is entitled to one voting seat. The Arkansas Highway and Transportation Department and the Central Arkansas Transit Authority vote on transportation items only, and are not required to pay dues. Three eligible entities in the planning area choose not to pay dues, and so are afforded a non-voting seat. Dues are currently set at 85 cents per capita. The dues are used to meet the required local match of federal planning funds. Travel, employee training, equipment and food are always paid for using money collected as dues. This avoids potential violations of rules concerning use of federal funds.

Each local government has an equal vote on MPO issues. In the past, some large local governments had raised concerns about a perceived power imbalance. To remedy the situation, Metroplan’s bylaws allow for a vote to be tabulated under a weighted voting system. During a regular business meeting, votes are tabulated on a one seat/one vote basis. However, at any time, a member of the Board can call for a weighted vote. If a weighted vote is called, each member receives the number of weighted votes equal to their percent of the population of all members, except each member has at least one whole vote. The maximum number of votes shifts from 27 to 111. To prevail, a weighted vote must carry 57 votes from a

Hosting Arrangement:	Freestanding Independent
2008 Population:	542,577
Planning Area Square Mileage	1,603
Establishment date	1973
UZAs in Planning Area	2
Air Quality Attainment Status	Non-Attainment
Total Employees	15
Part-time Employees	0
Director Tenure	22 years
Voting Members of the Governing Board	27
Non-voting Members of Governing Board	3
UPWP Annual Dollar Amount	\$2,507,000
Percent of UPWP Spent on Consultants	27.4%
Percent of UPWP Shown for Informational Purposes	0%

minimum of three members. Every local government is guaranteed one vote, as is the Highway Department and the transit provider. The option to request a weighted vote has been in place for 18 years, but has never been exercised.

The governing board has delegated substantial authority to a 45-member "Transportation Advisory Council." The Council is charged by the Board of Directors to draft the long range transportation plan. The Council also oversees all of Metroplan's public involvement activities. Although the Board of Directors retains the final authority, the Transportation Advisory Council functions as an active—and influential—Citizens Advisory Committee. The Council has thirty seats appointed by the Board of Directors. The remaining fifteen are recommended by Metroplan staff to fill gaps in representation. The full Council meets regularly, but delegates some work to subcommittees. Subcommittees include a) Land Use, Urban Development, and the Environment; b) Roadways, Systems Management, and Goods Movement; and c) Transit and Non-Motorized Modes. The Council's purpose is to directly involve a variety of stakeholder representatives, such as:

- The airport
- Chambers of Commerce
- The river port
- Railroad and trucking companies
- Environmental groups
- The transportation disadvantaged, including the disabled
- Bicycle and pedestrian interests

Non-Voting Board Membership

Non-voting board members may be advantageous to MPO operations. Non-voting members allow for the inclusion of people not qualified for full membership in MPO discussions and communications. Since they have no vote, they do not detract from local control of the process. Eighty-four of the 133 MPOs (63%) responding to the survey reported having non-voting members on their board. Among MPOs that have at least one non-voting member, the mean number of seats is five. The presence of non-voting members is spread evenly across MPOs, but there tends to be more non-voting seats on larger MPO boards.

Several dozen MPOs reported municipal and county elected officials serving as non-voting members. These officials often represented small jurisdictions that do not qualify for an apportioned voting board seat. In other cases, the elected officials were from jurisdictions that lie outside the planning area boundary, sometimes including jurisdictions in neighboring states.

Many MPOs grant the Federal Highway Administration (FHWA) Division and the Federal Transit Administration (FTA) Region a non-voting seat on the board. Federal officers are excluded from voting membership on the MPO, but representation by FHWA and FTA ensures that the MPO proceedings are meeting federal expectations. Another frequently reported non-voting member is the chair of the MPO's citizens advisory committee (discussed later in this chapter). Some MPOs also include minor transit operators (such as paratransit operators) as non-voting members.

Examples of non-voting board members included:

- State legislators
- Chamber of Commerce representatives
- Chairs of adjacent MPOs
- Appointed city and county managers
- Career-service planning department directors
- Neighboring state DOT representatives
- Canadian and Mexican consular officers
- Rural transportation planning organization representatives
- State Department of Environmental Protection representatives
- State or regional elderly service agency representatives
- Chairs of MPO advisory committees (freight, air quality, bike/ped, etc)
- Chairs of the region's ridesharing/carpool agency
- School board representatives
- Seaport and airport authority representatives

Advisory Committees

Advisory committees can play an important role in drafting MPO products and providing advice to decision-makers at the governing board level. Unlike non-voting board members, advisory committee members are not entitled to participate in the governing board meeting. Advisory committee members provide recommendations to the MPO governing board, help direct staff members, review proposed documents, and serve as liaisons with other agencies and the general public on MPO-related issues.

Typically an advisory committee has a chair and meets in person on a semi-regular basis. Advisory committees are not mentioned in federal law, but are sometimes required by state law. The frequency of MPO advisory committees is shown in Table 2-4.

Table 2-4 MPO Advisory Committee Frequency

Type of Committee	Total	Percent of MPOs
All Respondents	133	--
Technical Advisory	121	91%
Bicycle and Pedestrian	59	44%
Citizens Advisory	54	41%
Transit	32	24%
Transportation Disadvantaged	29	22%
Air Quality	27	20%
Congestion Management	25	19%
Land Use	13	10%
Freight	12	9%
Corridor Management	9	7%
Water	8	6%

Over 91 percent of the MPOs maintain a technical advisory committee (sometimes dubbed TAC), which is usually comprised of career-service employees of member local governments and modal agencies. A TAC and its members can help board members understand complex planning methodologies and decipher MPO documents regarding their impact on each member's constituents. A strong TAC can provide leadership to MPO staff. Further, TACs can help facilitate the flow of local information to MPO professional staff.

Other types of advisory committees are less common. Less than 45 percent of survey respondents reported maintaining other advisory committees. Citizen advisory committees (CACs) are found within 41 percent of MPOs. CACs are composed of non-expert citizens, often appointed by elected officials or through an application process administered by the MPO. These committees are useful for collecting public input. They also assist board members in gauging the popularity of MPO proposals and plans. Similarly, transportation disadvantaged advisory committees are found within about one-fifth of MPOs.

Some MPOs have advisory committees devoted to one mode of transportation. A substantial number of MPOs (44%) maintain a bicycle and pedestrian advisory committee. This committee is often charged with guiding or even approving the bicycle and pedestrian elements of all MPO documents. Transit committees help guide the transit planning process within the MPO planning structure, and are found at about a quarter of MPOs. Bicycle/pedestrian, transit, and transportation disadvantaged advisory committees are reported more often by large MPOs presumably because these modes tend to be more developed. Several MPOs reported forming ad-hoc committees to deal with specific issues, direct cyclical documents (such as the long range transportation plan), or to study an issue, such as for a corridor study.

With the sole exception of technical advisory committees, advisory groups are not common among reporting MPOs. Many MPOs supporting advisory committees reported the value of receiving input through such a forum. MPOs have long-struggled to involve the public in their activities,⁹ yet less than one-half of the MPOs responding have a citizens advisory committee. Forming a CAC is a way to incorporate public input into the transportation planning process—and to communicate in the opposite direction.

Specific-issue committees are even less frequently encountered. Such committees can help bring important issues to the MPO's attention and can be a source for ideas in solving problems. Freight and land use are prominent issues today, yet were reported in ten percent or fewer responding MPOs. Freight and goods movement, specifically mentioned in the SAFETEA-LU planning factors, requires close coordination with the private sector. Similarly, planning literature strongly suggests a close coordination between land use and transportation. Both freight and land use planning could be advanced through dedicated advisory committees.

Committees dedicated to congestion management or air quality are found in only a fraction of the MPOs that are required to maintain a Congestion Management Process or to conduct an air quality conformity analysis. Given their prominence in federal law, subject areas like transit and transportation for the disadvantaged could be better integrated into the MPO process through an advisory committee process. All of these are important issues that need the attention of stakeholders who want to be a part of the solution. The only subject committee type that appears on a comparatively frequent basis is a bicycle/pedestrian advisory committee. The reason for this is unclear, but other studies have shown that bike/pedestrian planning is at a more advanced stage of integration in MPO plans than transit.¹⁰ Perhaps this is one reason why bike/pedestrian committees are more common.

Board Meeting Frequency

Federal law is silent on how often the MPO board should meet. Instead, individual MPO bylaws govern meeting frequency, although state statute may impose certain restrictions. MPO boards are required by statute and rule to adopt five to seven¹¹ documents—some of which must be updated annually. This establishes a de facto minimum MPO governing board meeting frequency of once per year. However, most MPOs meet more frequently. Table 2-5 illustrates the frequency of MPO governing board meetings reported by survey respondents.

⁹ Larry Goode,, Joseph Milazzo, Justin McCurry, Krista Tanaka, Brad Forbis, Stacie Hill, Jacob Garrison, and Nicholas Guidice, "Analysis of the Governance of Metropolitan Planning Organizations in the United States for Potential Applications in North Carolina." Raleigh, NC: Institute for Transportation Research and Education. Report # FHWA/NC/2002-019. December 2001. Available from: <http://www.ncdot.org/doh/preconstruct/tpb/research/download/PPF-0100FinalReport.pdf>

¹⁰ Alexander Bond and Jeff Kramer, "The 2008 Review of Florida's Long Range Transportation Plans." Tampa, FL: Center for Urban Transportation Research. October 2008. Available from: http://www.mpoac.org/documents/LRTP_Review.pdf

¹¹ MPOs lying in air quality nonattainment areas must complete conformity analyses. MPOs with more than 200,000 are required to adopt a Congestion Management Process or System. All other MPOs must adopt five documents on a cyclical basis.

Table 2-5 Frequency of Governing Board Meetings

Frequency of Meeting	Number	Percent
Monthly	72	54.1%
Bi-Monthly	22	16.5%
Quarterly	23	17.3%
Semi-Annually	5	3.8%
Other	11	8.3%

The most common meeting frequency is monthly, which is the practice at 54 percent of MPOs. A substantial number of MPOs meet less frequently. A handful meet only twice per year, while 17 percent meet quarterly, and another 17 percent meet every other month. Eleven MPOs reported "Other" for this question, with several explaining the MPO met "as needed."



Lake-Sumter Metropolitan Planning Organization

Leesburg, FL

The Lake-Sumter MPO was chosen as a case study because it is a relatively new MPO - established February 2004. While the Lake County Public Works Department initially served as staff to the MPO, an executive director was hired by March 2005 and the agency moved to an independent location. This executive director is still in place. Although some thought that Lake County would be the host agency for the MPO, an overriding desire for a strong municipal role led to the establishment of an independent agency. This independence is considered key to the success of the MPO. All municipalities have a seat at the table to create an inclusionary environment that seeks consensus, rather than one that relies on divisive votes.

The Lake-Sumter MPO office is located halfway between the Lake and Sumter County seats. The location was chosen due to its central location within the MPO area. Initial struggles for MPO staff included putting necessary agreements in place to establish a lease. During the transition from Lake County staff to independent staff, the unified planning work program (UPWP) was misplaced and had to be reconstructed by the new executive director. In addition, information technology (IT) issues provided regular frustrations. The MPO leases its own space within the building with office furniture and custodial services included. Governing Board meeting locations are held off site in rotating locations due to lack of sufficient space on site. The MPO has the opportunity to lease additional space for Governing Board meetings.

List of Voting Members

- Lake County (5)
- Sumter County (1)
- City of Clermont (1)
- City of Eustis (1)
- Town of Lady Lake (1)
- City of Leesburg (1)
- City of Minneola (1)
- City of Mount Dora (1)
- City of Tavares (1)
- Rotating small municipalities seat (1)

List of Non-Voting Members

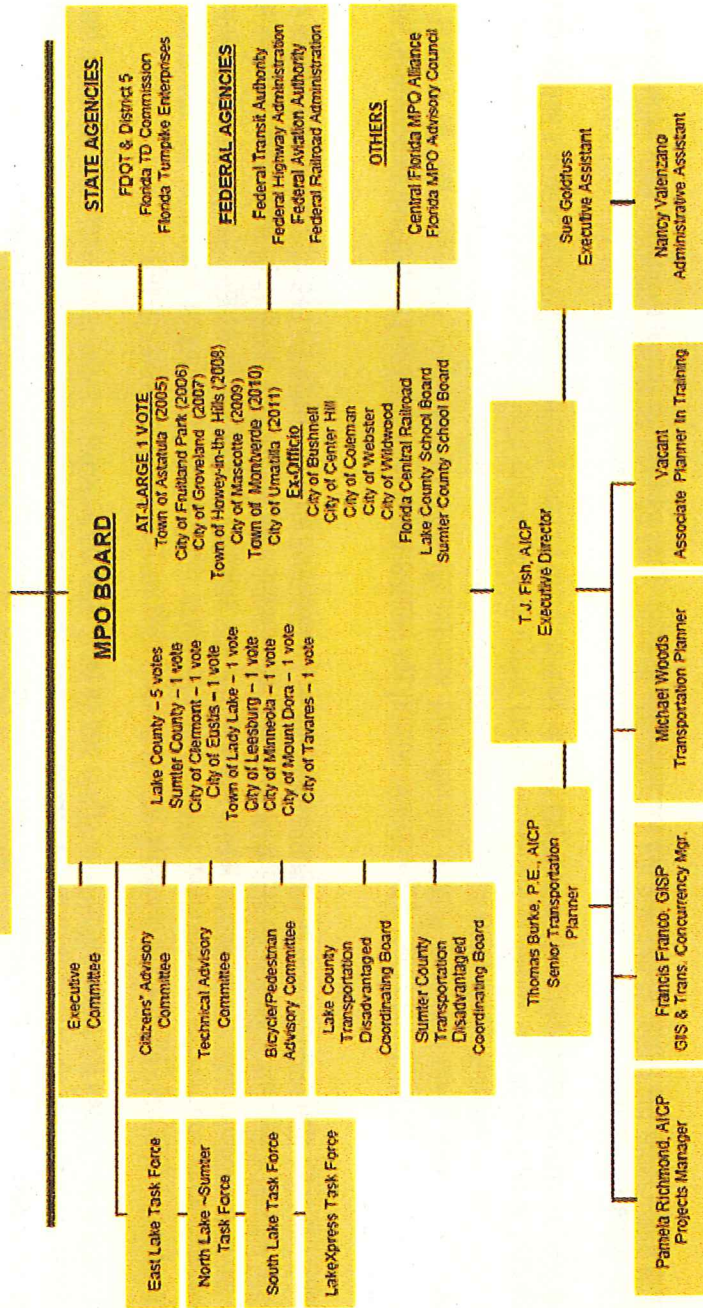
- City of Bushnell
- City of Center Hill
- City of Coleman
- City of Webster
- City of Wildwood
- Florida Central Railroad
- Lake County School Board
- Sumter County School Board

Hosting Arrangement:	Freestanding Independent
2008 Population:	221,638
Planning Area Square Mileage	1,172
Establishment date	2004
UZAs in Planning Area	2
Air Quality Attainment Status	Attainment
Total Employees	8
Part-time Employees	1
Director Tenure	4 years
Voting Members of the Governing Board	14
Non-voting Members of Governing Board	8
UPWP Annual Dollar Amount	\$767,252
Percent of UPWP Spent on Consultants	8%
Percent of UPWP Shown for Informational Purposes	None

The Governing Board includes 14 voting members and 14 non-voting members. However, a reapportionment plan has been sent to the Florida Governor's office. This plan proposes expanding the voting membership from 14 to 16 members, which is the maximum allowed by Florida law.

The executive director reports to the Governing Board, particularly the Executive Committee. The executive director communicates with the Executive Committee to address business matters in a timely manner when holding items for the Governing Board meeting may not be feasible. The MPO Chairman, Chairman-Elect, 1st vice Chairman/Treasurer, 2nd Vice Chairman, Immediate Past Chairman, and the at-large small-municipality representative make up this committee. The Executive Committee's purpose is to address business matters that arise when it is unfeasible to wait for a Governing Board meeting. As a whole, Executive Committee members have more background regarding agenda items and are generally more engaged in the entire MPO process. Because the at-large small-municipality representative is on the Executive Committee, the rotating municipalities feel they have both a role and authority. The figure below illustrates the MPO organization.

CITIZENS OF LAKE and SUMTER COUNTIES



The Governing Board holds the power to hire and fire the executive director. They perform an annual evaluation each September giving them the opportunity to address performance issues. In addition, the executive director's contract is evaluated every three years (by March 1).

MPO operational finances, planning (PL) funds, are treated as pass-through funds by Lake County. In return, they receive 5 percent of the PL funds. In 2008, participating local governments agreed to provide an in-kind match on a per capita basis. Lake County contains the greatest population and contributes nearly \$70,000 annually. These funds enable the MPO staff to review all traffic studies and monitor compliance with the local government's transportation concurrency (state-mandated growth management monitoring) requirements within the MPO area. As a result, transportation consultants deal with only one entity—the MPO. MPO reviews identify the transportation system impacts of proposed development, but do not dictate a local course of action.

This small MPO has eight staff positions with all positions reporting to the executive director. There are two administrative positions and six planning positions. Each planner within the organization acts essentially as a department unto themselves. Historically, MPO staff members have performed most travel demand modeling with one employee taking the lead and one assisting. One employee handles geographic information systems work (GIS) and transportation concurrency management system (CMS) database maintenance. Consultants developed the interactive transportation improvement program (TIP) and CMS and, subsequently, trained an MPO staff member to maintain the systems.

One staff member is designated the public information officer and all MPO staff are engaged in public involvement and outreach. No individual staff member devotes more than 50 percent of their time to these activities. The executive director is often a public speaker for MPO efforts. One staff member addresses safety, bicycle/pedestrian planning, and transit planning, devoting less than 50 percent of their time to any one of these planning activities.

The Lake-Sumter MPO maintains a positive outlook with large county interests balanced with municipal interests. Recently, the MPO has branched out from addressing only transportation issues to some land use issues—recognizing the transportation and land use connection. Their motto is: Our community, our issues.

Date Collected
February 2010

Collaboration with Nearby MPOs

Survey respondents were asked if their MPO participated in various types of collaboration with a nearby MPO. Ninety-seven of the 133 respondents (73%) reported some sort of formal collaboration with a neighboring MPO.

The most common form of collaboration is regular meetings between MPO leadership, as reported by 62 percent of MPOs. Scheduled meetings take place between senior staff members or between governing board members. In some cases, a joint governing board meeting is held. About half of MPOs have undertaken joint planning tasks, such as building a travel demand model or conducting a modal study. Thirty percent of MPOs have collaborated to jointly purchase goods or services.

About 37 percent of MPOs have signed a memorandum of understanding (MOU) with a neighbor, thereby formalizing the relationship. Sometimes the MOU forms a new entity that serves a planning purpose, such as adopting a joint air quality conformity analysis or congestion management process.

MPOs also reported joining together to form state associations. Associations serve as a forum for MPOs to share information, jointly purchase goods and services, or advocate for state and federal policy. Some form of statewide association is currently in operation in twenty states: Alabama, Arkansas, Arizona, California, Florida, Georgia, Illinois, Indiana, Maine, Michigan, Minnesota, Missouri, North Carolina, New York, Ohio, Oregon, Tennessee, Texas, Utah, and Washington.¹²

State Statute

Federal law is silent on many areas of MPO governance and operation; however, states may assign additional roles, regulations, and rules to MPOs. In the survey, respondents were asked if their state's statute governs a variety of subject areas. MPOs in forty-one states responded to the survey. Table 2-6 details the states with statutes governing the various subject areas as reported by participating MPOs.¹³

Some state statutes simply mirror federal law or regulation. Therefore, it is possible for state statute to mention a subject area without adding new substance to MPO governance. In addition, state statutes may govern only specified MPOs in the state. For example, a statute may relate to MPOs in air quality nonattainment areas.

More than one-half of states in the survey mentioned MPOs in state statute. California, Florida, North Carolina, Oregon, Texas, and Washington address many of the topic areas in their state statutes. State statutes are commonly being used to empower MPOs in state transportation planning, air quality, and land use planning. A majority of states consider MPOs to be tantamount to state agencies for the purposes of purchasing and contracting.

¹² MPOs from nine states did not participate in the survey. It is not known whether associations exist in those states.

¹³ There is at least one MPO in all fifty states. The District of Columbia is covered by an MPO from a neighboring state. MPOs in Puerto Rico were excluded from the survey. There are no MPOs in other insular areas of the United States.

Table 2-6 States with MPO-Governing Statutes

Subject Area	Number of States	States
Board Composition	8	CA, CO, FL, NY, OR, PA, TX, WA
Advisory Committees	7	CA, FL, IA, OR, PA, TX, WA
Staffing Requirements	3	FL, TN, TX
Pay Scales	3	FL, ID, NY
MPO Core Documents	16	AZ, CA, CO, FL, GA, IA, IL, KY, MD, NC, OR, TN, TX, VA, WA, WV
Comprehensive Planning or Land Use	15	CA, FL, GA, IL, KS, MD, ME, MN, MT, NC, OR, PA, SC, TX, WA
Air Quality or Pollution	19	AZ, CA, CO, FL, ID, KY, MA, MD, MT, NC, NM, NY, OR, PA, SC, TX, VA, WA, WV
Modal Plans	3	FL, TX, WA
Statewide Transportation Planning	18	AZ, CA, CO, CT, FL, GA, MD, ME, MI, MN, MT, NC, NM, OR, SC, TX, VA, WA
Coordination with Other MPOs	6	CT, FL, MA, NC, WA, WV
Purchasing and Contracting	26	AL, AR, FL, GA, IA, ID, IL, IN, KS, MA, MD, ME, MI, MN, MT, NC, NH, NJ, NM, NY, OH, SC, TN, TX, VA, WA