



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the March 2022 TPB Meeting
DATE: March 16, 2022

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the February 2022 TPB meeting and noon on Tuesday, March 15, 2022, the TPB received 3 comments. Two comments were submitted via email and one was submitted via the online form.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Stewart Schwartz, Coalition for Smarter Growth – Email – March 15, 2022

Schwartz sent a letter. The letter says:

First, we honor local elected officials in Ukraine who are courageously putting their lives on the line for their citizens.

Second, we urge you to do what you can do here, now, in this region, to end our oil dependency, and to address climate change in the short time we have left to do so.

Alrene Montemarano – Email – January 28, 2022

Montemarano sent an article titled “Corporations benefit from transit. So why aren’t they paying for it?”, from In the Public Interest.

Robert Filiplowski – Website – January 28, 2022

Filiplowski submitted a comment via the online form. The comment listed suggestions for improving the region’s land-use and transportation system.

Testimony to the Transportation Planning Board (TPB)

March 16, 2022

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Second, we urge you to do what you can do here, now, in this region, to end our oil dependency, and to address climate change in the short time we have left to do so

(TPB staff, since we are not permitted to testify live -- whether in person or via video, please read the above two sentences in their entirety).

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Sunday, March 13, 2022 10:05 AM
Subject: Corporations benefit from public transit. So why aren't they paying for it?
Categories: Orange category

It is all connected: Highways, public transportation, and where housing is in relation to where people work. So, to solve problems with any of these, one must attend also to the other two to make them to all work together. When they do work together, we get the desirable result of efficiency and least cost to budgets and our already battered environment.

So here Jeremy Mohler points to one large flaw in the system as it is now, focusing on Massachusetts, but it applies "across the country". Of course it is stupid-wrong and needs to be fixed. Putting the squeeze on the working poor is unfair and self-defeating. Business needs them. Business should pay.

To make public transportation as enticing as possible to get more people out of their cars, start with fares and go on from there.



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From: Jeremy Mohler, In the Public Interest <jmohler@inthepublicinterest.org>

Corporations benefit from public transit. So why aren't they paying for it?

Fares for trains, buses, and other public transit are “perhaps the most regressive way to raise public funds.”

Jeremy Mohler | March 11, 2022

At the start of March, Fidelity Investments, one of the world's largest financial firms, began [allowing workers to return](#) to its Boston headquarters. Many of these workers likely came to work on the city's subway, as the South Station stop is just next door.

Despite this, Fidelity—like other Massachusetts corporations—pays relatively little to fund Boston's transit system. In fact, back in the 1990s the firm [successfully lobbied for a tax break](#) called Single Sales Factor (SSF), a move which has cost the state more than [\\$3 billion](#) in the last ten years.

Such corporate tax cuts have left the Massachusetts Bay Transportation Authority (MBTA)—known as “the T”—heavily reliant on fare revenue from riders. During the pandemic, this has meant that low-income people and communities of color are paying a substantial share of this revenue.

That's just one of the takeaways in a [new report](#) from Public Transit Public Good, a Massachusetts coalition of transit riders and workers.

Unlike other large transit systems, including New York, Miami, Los Angeles, and Seattle, the T has no reduced fare program for low-income adult riders. Fares have nearly tripled since 2000, rising faster than inflation.

Rather than reducing fares, Massachusetts's leaders have chosen to continue to cut taxes on corporations and the wealthy. Currently, residents in the top 1 percent income bracket pay only 6.8 percent of their income in taxes, while those in the bottom 20 percent pay 10 percent.

Massachusetts's leaders have even privatized the T's fare collection system, outsourcing it to two private equity-owned, for-profit corporations. This commits hundreds of millions of state dollars to corporate profits, rather than reducing fares for riders.

The report is a wakeup call not only to leaders in Massachusetts but also those around the country. Fares for trains, buses, and other public transit are “[perhaps the most regressive way to raise public funds.](#)” They [should be eliminated](#)—or at least reduced for the low-income people who rely on public transit the most.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Want to know how bad the Draft Environmental Impact Statement for Hogan's retro plan for highway expansion is? This bad: https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f_a61f99d4b2e14509a71e6fb4de7540be.pdf

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Tony Hausner
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Comment to the Transportation Planning Board

Submitted: February 21, 2022 via mwcog.org/tpbcomment

From: Robert Filipowski, Woodbridge, VA

Subject: replay "Travel to Work 2022 .org "

Zooming Zoning and one more time zoning.

1. To help people in need you need bulled shopping malls next to poorer people. Some of them can't find work, as a lack of transportation.
2. Need to have suburban housing, as a punishment for the one who can't or refuse adjusting to the community, standards?
3. 10 acres lats are not Environment friendly. Small towns are. Simple mathematic to the concrete and asphalt use.
4. Trolleybus is chipper to use, environmental sound and safe. Electric cars not so much.
5. Electric car can be promoted if its local law will support it.

Parking lot 10KW and 20KW. DC parking are pay any way. Make it then incentivized to become charging station.

10KW power for short 5 hours stop and 20 KW power for all day stop. We need new city cars. limited to max power.

I propose: 230V battery max. 60 KW storage max. 35HP engine max. No speed limit or 65MPH max. Simplified legal requirements.

Good lock.

Robert. F.