

Draft Memorandum for the Record

Boston Region MPO Congestion Management Committee Meeting

September 6th, 2012 Meeting

11:30 AM – 01:00 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston

Meeting Agenda

- 1. Introductions**
- 2. Chair Report - *Lourenço Dantas, MassPort***
- 3. Approval of June 7, 2012 meeting minutes**
Minutes were approved.
- 4. MAP-21 Discussion**

Ryan Hicks summarized the CMP-related elements of Moving Ahead for Progress in the 21st Century Act. (MAP-21). The required 8 steps of the CMP process under SAFETEA-LU will remain the same under MAP-21. (For more information, refer to the attached handout for MAP-21 Highlights Related to the CMP.)

A question and answer period followed. Members asked if there was increased funding in this bill. Funding for this bill is the same as in SAFETEA-LU, adjusted to inflation.

5. Review of MPO Visions and Policies

During the meeting in June, members had asked that staff present to the committee the MPO visions and policies for the Long Range Transportation Plan (LRTP) in order to finalize the CM Committee mission. The three MPO visions that relate the closest to the CMP are:

System Preservation, Modernization, and Efficiency Policies. –Intelligent Transportation systems (ITS) and Transportation System management (TSM) solutions can provide congestion, delay, and safety improvements in order to avoid highway expansion. The benefit to cost ratios of these improvements can be huge and no expansion would be needed. New signal equipment and traffic signal retimings are effective strategies and can improve congestion and mobility through intersections.

Mobility – bottlenecks may lead to secondary accidents and more bottlenecks. The policies trickle down from CMP to UPWP.

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Safety- Addressing high crash locations with appropriate improvements and incident management promote safety, a goal of the CMP. Identifying and clearing incidents prevents non-recurring congestion. Safety improvements can reduce severity rather than number of crashes.

Staff developed the following CM Committee mission statement based on the above three visions:

“Support sustainable growth in economic activity, sustain livability in the region, prevent the increase in congestion, and improve mobility, efficiency, and safety for people, goods, and services by encouraging programs that reduce single occupant vehicle use, including transportation systems management and operations, travel demand management, and technology.”

David Koses mentioned that Newton is starting to consider road diets and there might be a possible tradeoff between road-diets and vehicular congestion.

Efi mentioned that most road diets are implemented in corridors between intersections, while most congestion occurs at intersections.

Anne mentioned that the visions and policies might need some revisions to agree with the performance measures.

6. Project Implementation

Lourenço stated that we need to think about what we need to do as a Committee. One option is to look into developing TIP programs to fund low-cost improvements with high return in investment for municipally- and MassDOT –owned roadways that staff have identified in UPWP (Unified Planning Work Program) studies.

Efi mentioned that about 50% of all studies move to some type of implementation, design, Environmental documents, or construction. The main reason that some projects don't move for implementation is that the towns don't have design and construction money available.

Anne suggested that maybe the committee could prioritize projects based on certain criteria.

One committee member made the comment that we have to cover other needs with TIP projects in addition to the CMP.

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Efi mentioned that CMP-implemented projects would be about short term improvement such as retiming signals, installing markings and signs. Most projects are well under \$1 million. There could be a program created for small projects.

Lourenço mentioned that the committee can potentially develop a program that supports construction of smaller and medium projects to speed up implementation. What are the road blocks to getting projects implemented for towns?

Lourenço then mentioned that another way is to get funding from several different sources. –(State, Federal, CMAQ, etc.) – if funding is pulled from several sources, then funding will add up to be enough to fund a project.

7. Other business

Lourenço – Asked what about conclusions and proposals following discussion above.

Efi mentioned that maintaining a *CMP* is a requirement, and, as part of that, we have to implement what we study.

For next meeting, staff needs to find out what were the recent appropriations of the clean air mobility program. Also, staff needs to review if recent/current study recommendations qualify for clean air and mobility program or CMAQ funds. There can be a possible discussion/ Presentation on CMAQ – Could MassDOT or someone from the CMAQ committee come and present? Finally, explore how a potential program could be managed and implemented.

8. Adjourn

Next meeting to be announced

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Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	James Errickson
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Lexington)	Richard Canale
Massachusetts Port Authority	Lourenço Dantas

Other Attendees Affiliation

David Kucharsky	MassCommute
Monica Tibbits	128 Business Council/ RTAC

MPO Staff/Central Transportation Planning Staff

Hiral Gandhi
Ryan Hicks
Anne McGahan
Efi Pagitsas
Scott Peterson
Pam Wolfe
