



VIRTUAL

MEETING

# Boston Region Metropolitan Planning Organization

September 17, 2020



VIRTUAL

MEETING

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## Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

## Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

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1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. Please do not unmute and mute yourself.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom. The presenters will then call on participants and unmute their microphone.
5. If you are on the phone, you can use \*9 to raise your hand.
6. If you have any technical difficulties, please contact Róisín Foley via the chat box, [rfoley@ctps.org](mailto:rfoley@ctps.org) or 857-702-3704.



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This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with the following standards: Web Content Accessibility Guidelines 2.1 Level AA Standards and Revised Section 508 Standards.

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1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: Approval of MPO Meeting Minutes
8. Action Item: Work Scope, Wellington Circle Study
9. Action Item: FFY 2020 UPWP Amendment Three
10. Discussion: TIP Criteria
11. Discussion: Performance-based Planning Update
12. Members' Items

# Introductions



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# Chair's Report



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# Executive Director's Report



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# Public Comments

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# Committee Chairs' Reports



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# Regional Transportation Advisory Council Report



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# Action Item: Approval of MPO Meeting Minutes

## Approval of August 6, 2020, MPO Meeting Minutes



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# Action Item: Work Scope, Wellington Circle Study

Sanjay Kaul, MPO Staff

Presentation and discussion of this work scope to provide analytical and project coordination support to the Massachusetts Department of Transportation (MassDOT) and its project team. The analytical support will include utilizing the travel demand model to produce forecasts of multimodal travel flows in the regional study area for existing conditions, a future 2040 No-Build scenario, and as many as three build alternatives.



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# Action Item: Federal Fiscal Year 2020 Unified Planning Work Program Amendment Three

Sandy Johnston, MPO Staff

Presentation, discussion, and vote to endorse





# TIP Criteria Revisions: Key Takeaways

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Matt Genova

Transportation Improvement Program Manager

Boston Region Metropolitan Planning Organization

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# Today's Presentation

- Goals and questions for today
- Key takeaways from test scoring
- Additional adjustments for final draft
- Overall takeaways from criteria revisions
- Next steps
- Discussion



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# Goals for Today

1. Highlight changes from initial criteria proposals by goal area
2. Review overall progress on criteria relative to initial project goals
3. Vote to endorse draft criteria





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# Questions for Today

1. Are you ready to vote to endorse the draft TIP criteria, or do you need more information?
2. Do you agree with MPO staff's assessment of project goals?



# Test Scoring: Key Takeaways

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# Approach to Test Scoring

1. Select representative projects from each investment program
  - Complete Streets, Intersection Improvements, Bicycle Network and Pedestrian Connections
  - Projects that highlight different elements of scoring



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# Approach to Test Scoring

1. Select representative projects from each investment program
  - Complete Streets, Intersection Improvements, Bicycle Network and Pedestrian Connections
  - Projects that highlight different elements of scoring
2. Conduct test scoring
  - Some criteria unscored due to lack of data
  - Projects anonymized for presentation
  - Apply criteria to Major Infrastructure projects by type



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# Overall Test Scoring Takeaways

1. Scores did not vary greatly relative to peer projects
2. Equity scoring more fully recognized breadth of existing populations
3. Actual scores may be slightly higher due to unscored criteria
4. Reduced scores for SOV-focused improvements and unrelated elements
  - Citywide zoning, business improvement districts, auto delay, crashes on unrelated roadways, etc.
5. Increased scores for resilience, air quality



# Criteria Adjustments

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# Overall Adjustments

1. Refined point values to fit into 100-point scale
2. Defined criteria for types of Major Infrastructure projects (corridors, intersections, and transit)
3. Eliminated redundancy in original proposals
4. Incorporated feedback from MPO, other stakeholders, and public



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# Safety

1. Removed EPDO scoring from Bicycle and Pedestrian projects





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# Safety

1. Removed EPDO scoring from Bicycle and Pedestrian projects
2. Retained all crash types in crash rate criterion



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# Safety

1. Removed EPDO scoring from Bicycle and Pedestrian projects
2. Retained all crash types in crash rate criterion
3. Concentrated bonus points for all-mode crash clusters in one criterion



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# System Preservation and Modernization

1. Condensed resiliency criteria to simplify scoring
  - Focused points for culverts and storm water improvements here, rather than in other criteria



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# System Preservation and Modernization

1. Condensed resiliency criteria to simplify scoring
  - Focused points for culverts and storm water improvements here, rather than in other criteria
2. Reverted sidewalk criterion from quantity measure back to quality measure



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# Capacity Management and Mobility

1. Separated auto and transit delay criteria
  - Transit: Retained focus on hours of passenger delay
  - Auto: Focused points on addressing corridors with existing low levels of reliability
    - Reducing auto delay already addressed in air quality scoring



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# Capacity Management and Mobility

1. Separated auto and transit delay criteria
  - Transit: Retained focus on hours of passenger delay
  - Auto: Focused points on addressing corridors with existing low levels of reliability
    - Reducing auto delay already addressed in air quality scoring
2. Revised points for new transit assets to focus on investments that do not impact transit vehicle delay



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# Capacity Management and Mobility

1. Separated auto and transit delay criteria
  - Transit: Retained focus on hours of passenger delay
  - Auto: Focused points on addressing corridors with existing low levels of reliability
    - Reducing auto delay already addressed in air quality scoring
2. Revised points for new transit assets to focus on investments that do not impact transit vehicle delay
3. Clarified use of MAPC's Local Access tool in measuring bicycle and pedestrian improvements



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# Clean Air and Sustainable Communities

1. Adjusted CO<sub>2</sub> and other emissions thresholds to reflect different project types





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# Clean Air and Sustainable Communities

1. Adjusted CO<sub>2</sub> and other emissions thresholds to reflect different project types
2. Focused bonus points on reducing NO<sub>x</sub> emissions, rather than PM<sub>2.5</sub> emissions, in high-concentration areas
  - Using MAPC's Pollution Proximity Index and scoring areas in 80<sup>th</sup> percentile and above for existing emissions



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# Clean Air and Sustainable Communities

1. Adjusted CO<sub>2</sub> and other emissions thresholds to reflect different project types
2. Focused bonus points on reducing NO<sub>x</sub> emissions, rather than PM<sub>2.5</sub> emissions, in high-concentration areas
  - Using MAPC's Pollution Proximity Index and scoring areas in 80<sup>th</sup> percentile and above for existing emissions
3. Condensed remaining environmental impacts and benefits criteria into one criterion



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# Economic Vitality

1. Removed points for improving road access to a targeted development site



# Criteria Revisions: Key Takeaways

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# Criteria Update: Goals

Goals	Level of Implementation		
	Fully	Partially	Minimally
Accommodate new Transit Modernization Program			
More closely align criteria with specific project elements			
Emphasize MPO goals associated with different project types			
Eliminate disparities in scores across project types			
Allow for each project type to achieve full points			

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# Criteria Update: Goals

Goals	Level of Implementation		
	Fully	Partially	Minimally
Accommodate new Transit Modernization Program	X		
More closely align criteria with specific project elements	X		
Emphasize MPO goals associated with different project types	X		
Eliminate disparities in scores across project types		X	
Allow for each project type to achieve full points		X	

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# Criteria Update: Guiding Principles

Guiding Principles	Level of Adherence		
	Fully	Partially	Minimally
Manageable to implement			
Make use of best available data and methods			
Create balance across investment programs			
Both realistic and aspirational			
Clear to project proponents and other stakeholders			

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# Criteria Update: Guiding Principles

Guiding Principles	Level of Adherence		
	Fully	Partially	Minimally
Manageable to implement		X	
Make use of best available data and methods		X	
Create balance across investment programs		X	
Both realistic and aspirational	X		
Clear to project proponents and other stakeholders	X		

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# Future Opportunities

1. Move to access-based measures of project improvements
  - Conveyal or similar software
2. Implement predictive crash analyses
3. Review Transit Modernization criteria
4. Revisit cost-effectiveness measures and cost-change policies



Next Steps

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# Next Steps

**Today:**  
**Discuss final revisions  
and approve criteria  
(if ready)**

**September 17**



September 17, 2020

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# Next Steps

**Today:**  
**Discuss final revisions  
and approve criteria  
(if ready)**

**Next MPO Meeting:**  
**Address remaining  
questions or concerns  
(if needed)**

September 17

October 1



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# Next Steps

**Today:**  
**Discuss final revisions and approve criteria (if ready)**

**Next MPO Meeting:**  
**Address remaining questions or concerns (if needed)**

**Upcoming weeks:**  
**Finalize supporting materials**

September 17

October 1

October-November

September 17, 2020

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# Next Steps: Supporting Materials

- Updated criteria guidebook
- Updated project evaluation methodologies
  - Explain scoring process by investment program
- Updated project proponent questionnaires
- New TIP how-to guide



# Discussion

September 17, 2020

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# Questions for Today

1. Are you ready to vote to endorse the draft TIP criteria, or do you need more information?
2. Do you agree with MPO staff's assessment of project goals?







# Performance-based Planning and Programming Update

September 17, 2020

Michelle Scott, MPO Staff

Ben Muller, MassDOT Office of Transportation Planning

Boston Region Metropolitan Planning Organization

September 17, 2020

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# Key Takeaways

- MassDOT has reviewed two-year performance progress to decide whether to adjust four-year targets for federal measures.
- MassDOT proposes to update the target for the percent of non-single-occupancy vehicle (SOV) travel in the Boston Urbanized Area (UZA).

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# Question for Discussion

Do you support the proposed change to the non-SOV travel target?



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# Federal Performance Areas

Federally Required Performance Measure Groups	One-Year Target	Two-Year Target	Four-Year Target
• Roadway Safety	●		
• Transit Asset Management	●		
• Transit Safety	●		
• NHS Bridge and Pavement Condition			
• NHS Reliability		●	●
• Interstate Truck Travel Time Reliability			
• CMAQ Traffic Congestion Targets		●	●
• CMAQ Emissions Reduction Targets		●	●

CMAQ = Congestion Mitigation and Air Quality Improvement. NHS = National Highway System.

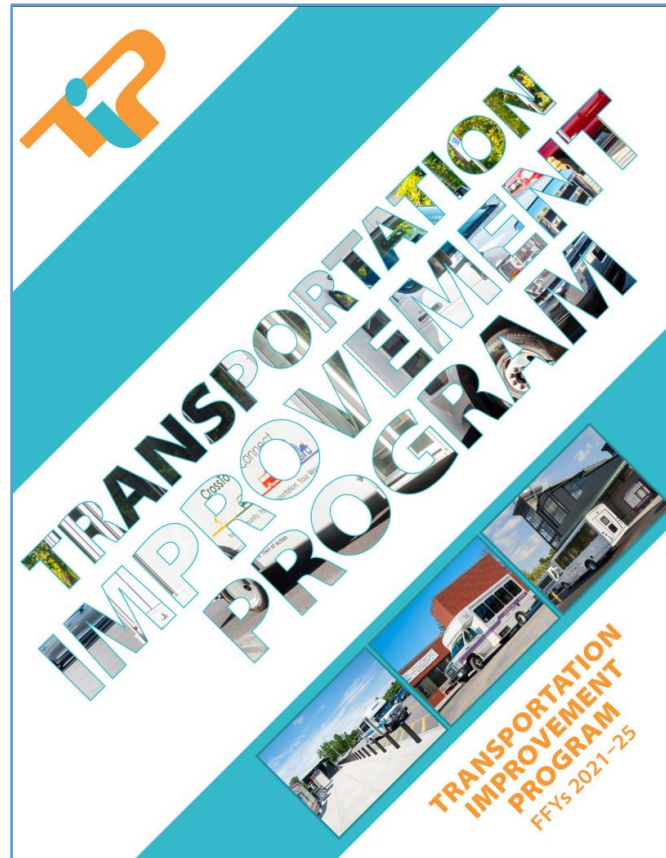
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# Resources for Existing Targets



Chapter 4—Performance Analysis



[massdottracker.com](http://massdottracker.com)



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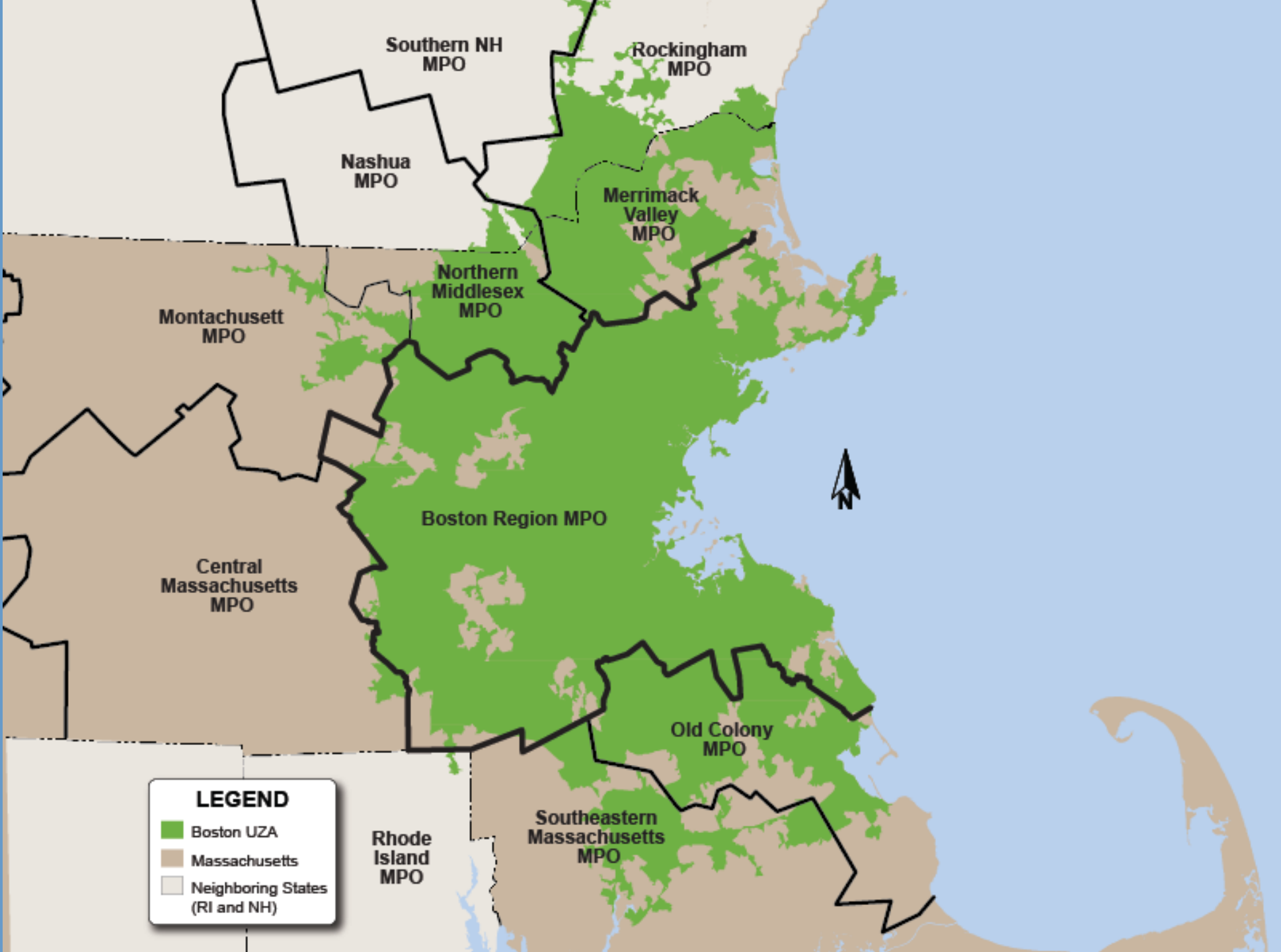
*Technical difficulties? Call Róisín Foley at 857.702.3704 or email rfoley@ctps.org.*

# CMAQ Performance Measure Types

Measure Type	Geography	Target Setting Process
Traffic Congestion	Boston UZA	Consensus by UZA agencies
Mobile-Source Emissions Reduction	Boston Region MPO (specific to Waltham)	MPO Approval

Note: Waltham includes a carbon monoxide limited maintenance area designated by the US Environmental Protection Agency. As a result, the MPO must meet relevant air quality conformity determination requirements. CMAQ = Congestion Mitigation and Air Quality Improvement. MPO = metropolitan planning organization. UZA = Urbanized Area.

# Boston Urbanized Area







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# CMAQ Traffic Congestion Measures

Performance Measure	Data Used	Desired Direction
Percent of non-SOV travel	ACS Journey to Work Data	
Annual hours of PHED per capita for travel on the NHS system	NPMRDS travel time data, ACS population estimates, HPMS roadway data	

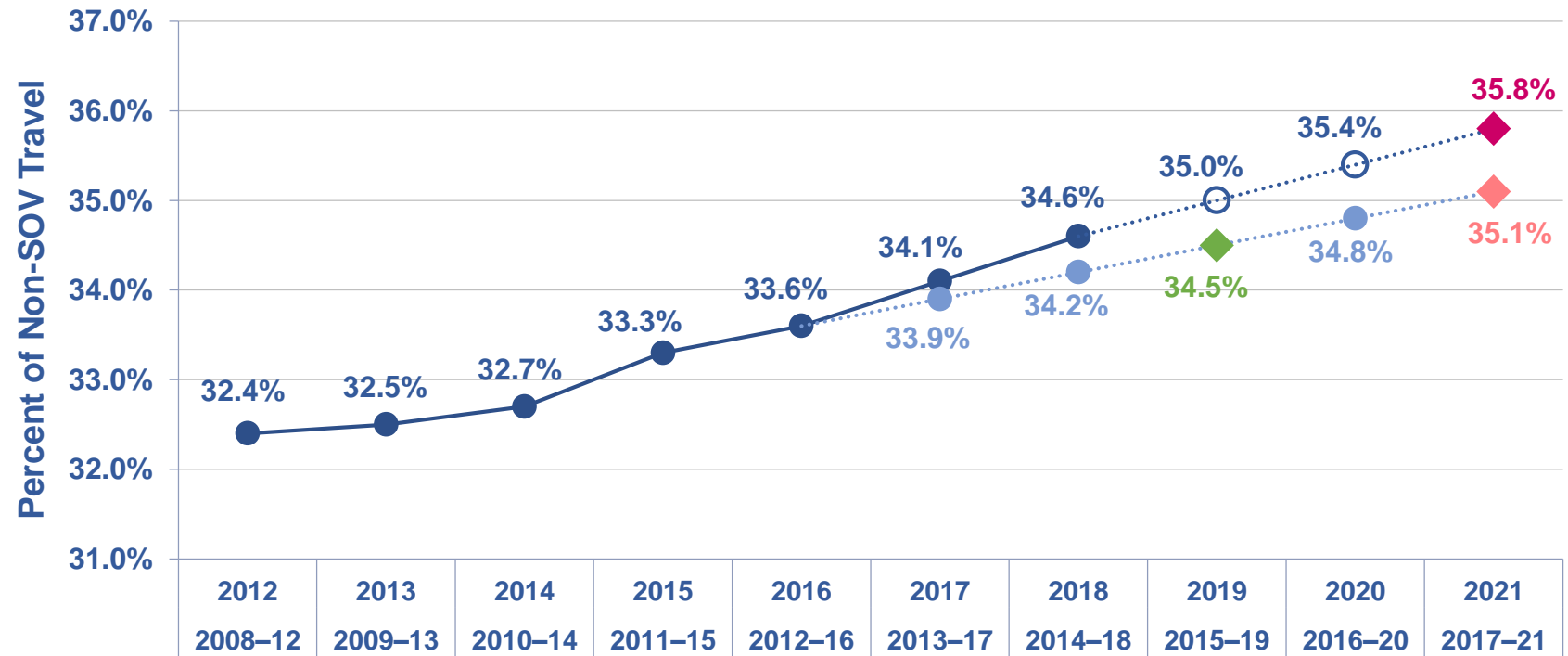
ACS = American Community Survey. CMAQ = Congestion Mitigation and Air Quality Improvement .HPMS = Highway Performance Monitoring System. NPMRDS = National Performance Monitoring Research Data Set. PHED = peak hours of excessive delay. SOV = single-occupancy vehicle.



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# Percent of Non-SOV Travel: Progress and Targets



Calendar Year and Corresponding Five-Year ACS Period

●— Actual Values     
 ◆ Two-Year Target     
 ⋯●⋯ Baseline Projected Values  
⋯⊙⋯ Updated Projected Values     
 ◆ Updated Four-Year Target     
 ◆ Initial Four-Year Target

ACS = American Community Survey. SOV = single-occupancy vehicle.  
 Source: US Census Bureau American Community Survey.



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# CMAQ Targets Summary

Federally Required CMAQ Performance Measure	Geography	Two-Year Target	Current Four-Year Target	Proposed New Four-Year Target
Non-SOV Travel	Boston UZA	34.5%	35.1%	35.8%
Annual hours of PHED per capita	Boston UZA	18.3	18.3	n/a
Total carbon monoxide emissions reduction from CMAQ-funded projects in nonattainment or maintenance areas	Boston Region MPO area (specifically in Waltham)	0 kg/day	0 kg/day	n/a

CMAQ = Congestion Mitigation and Air Quality Improvement. kg = kilogram. MPO = metropolitan planning organization. n/a = not applicable. PHED = peak hours of excessive delay. SOV = single-occupancy vehicle. UZA = Urbanized Area.

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# Next Steps for PBPP

Federally Required Performance Measure Groups	MPO Activities	Schedule
CMAQ Traffic Congestion	<ul style="list-style-type: none"><li>• Consider proposed changes to the percent of non-SOV travel target</li><li>• Vote to support updated target</li></ul>	Fall 2020
Transit Safety	<ul style="list-style-type: none"><li>• Learn about transit safety performance management</li><li>• Review and vote on regional targets</li></ul>	Fall 2020/ Winter 2021
Transit Asset Management	<ul style="list-style-type: none"><li>• Review and vote on regional targets</li></ul>	Fall 2020/ Winter 2021
Roadway Safety	<ul style="list-style-type: none"><li>• Review and vote to support MassDOT targets or set separate targets</li></ul>	Winter 2021

CMAQ = Congestion Mitigation and Air Quality Improvement. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization. PBPP = performance-based planning and programming.

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# Members' Items

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