

**Congestion Management Process Committee
March 29, 2012 Meeting, 1 PM
Draft Meeting Minutes
CTPS Conference Room**

The MPO's CMP Committee met for the first time at 1 PM on March 29, 2012 (meeting attendance attached).

Committee Chairman, Lourenco Dantas, Massport, opened the meeting at 1:05 PM with welcoming remarks. A staff presentation on the Congestion Management Process (CMP) (presentation slides are attached) and member discussion followed.

Steve Olanoff, RTAC, commented on the CMP's goals to reduce congestion, improve mobility, and promote safety. He suggested that there needs to be a connection between the CMP and economic activity. It was suggested that economic value fluctuates in different areas. Steve was also wondering if it is possible to evaluate projects or corridors with certain economic metrics. Some of the different criteria may include: Monetary cost, time-cost, and wasted fuel.

Pam Wolfe pointed out that the TIP looks at economic impacts for projects. Also, economic benefits are listed in the LRTP.

Richard Canale, Lexington, remarked that improving mobility should include the notion of accommodating tourists, a major part of economic activity in the Boston area. Another area of impacts could be energy costs, air quality, and green house costs.

Efi asked, "How can the MPO consider the importance of ITS, and management and operations concepts in funded projects? How can we incorporate technology in the MPO projects?" There was a remark that MassDOT does ITS work however there may be some smaller entities that might have great ideas as well.

Marie Rose, MassDOT, pointed out that ITS money is taken "off-the-top" for MassDOT ITS activities, before construction budget availability is determined.

Staff gave examples of similar committees in comparable MPOs, where agency operators, police and fire chiefs attend congestion management meetings to promote and implement technology and M& O types of strategies (Regional Concept of Transportation Operations). At one extreme, the Las Vegas MPO runs the Traffic Control Center with police, highway division, and operators' participation. In our region, the state police are in need of an updated dispatch system to aid the management of incidents. These types of improvements generally qualify for CMAQ funding.

Tom Kadzis, Boston, felt that we don't focus on incident management because the MPO is not responsible for public safety. However, he suggested that more data needs to be collected on city roads, lower classification roads than arterials. He added that present CMP data is old. He said that we should also collect data more frequently and also look

into the potential of revisiting signal timings. Efi commented on this that more data may be desirable and needs to be considered in association with costs and available budgets. Staff is preparing information to recommend to the MPO the purchase of digital speed data. At that time, the CMP network coverage will increase significantly.

Ed Tarallo, Woburn, pointed out that we need to look into what the MPO is in control of. For example, the MPO is not in control of work zones. 2

David Koses, Newton, commented that the "causes of congestion pie chart" does not analyze transit. What are the impacts of the fare increase to VMT and other? Commuter rail would have the highest impact.

Also, impacts on park and ride lot utilization are expected. Demand has not been monitored. We should start monitoring demand on our park and ride lots. A future park and ride study that focuses on demand would look at neighborhood impacts, for example: people parking in neighborhoods and walking to train stations. Efi mentioned that the MBTA has some recent research on the environmental impacts of fare increases. Also, staff stated, that the CMP monitors park and ride lots every three to four years. The latest inventory that was done following the previous P & R fare increase showed a drop in utilization, indicating a ridership drop or use of private lots and municipal streets.

Steve Olanoff stated that on commuter rail lines lack of maintenance causes delays.

A committee member suggested that we should consider collecting data in the off peak periods. Budget cuts and lack of funding is a major consideration in considering type and project priorities.

Ed Tarallo suggested electronic signs on I-93 suggesting the time difference between choosing to park and ride at Anderson RTOC versus driving all the way to South Station.

Lourenco Dantas drew members' attention to the need to discuss roles for the committee.

John Romano, MassDOT, said that the committee cannot do everything: need to focus on most important issues. He also mentioned that the municipalities need to go towards automated data collection and maybe they can get guidance through the MPO.

It was agreed for staff to compile a list of actionable, implementable goals, needs, tasks, focus areas

- Focus on important items
- Look at small/ medium projects (over 2 to 3 years)

Committee goals and objectives should be reviewed. Committee over the next few months should put together some sort of big list of tasks.

Next meeting time was discussed:

- Members noted that parking is very tough in downtown Boston in the afternoon.
- 3rd Thursdays don't work for some members.
- It was agreed that the first Thursday of the month, immediately following the MPO meeting, would work the best.
- The next meeting date will be on Thursday, May 3rd.

Items for next agenda

- For staff to bring a CMP schedule for the rest of the year
- Focus on mission/goals, a list of tasks, needs, or focus areas

Meeting was adjourned at 3 PM.