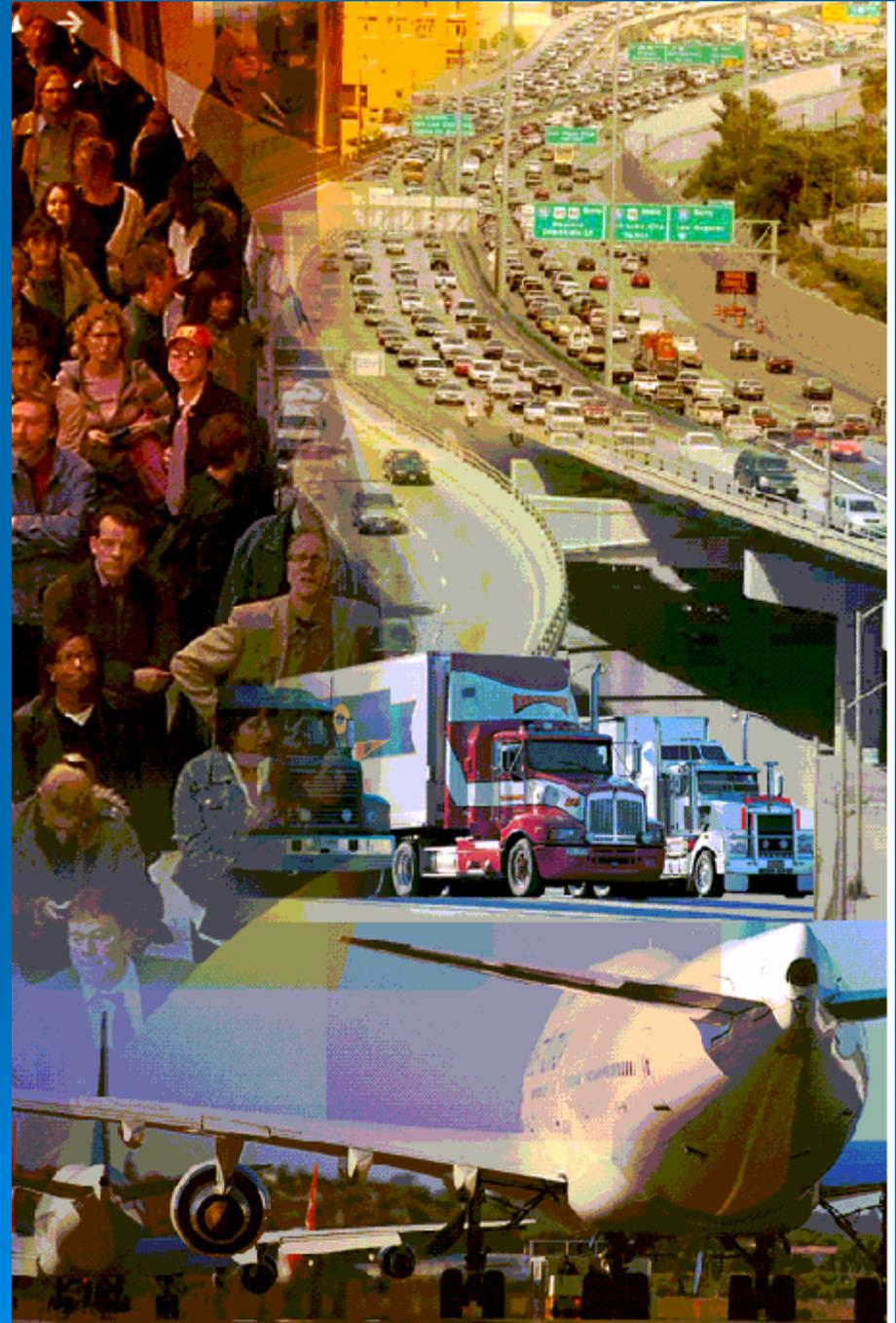


Congestion Management Process:

A Federal Perspective





“Mobility is one of our country’s greatest freedoms, but congestion across all of our transportation modes continues to limit predictable, reliable movement of people and goods, and poses a serious threat to continued economic growth. Congestion no longer affects only roads in larger urban areas, but is spreading across America.”

Secretary Mary Peters, October 2006

FHWA FOCUS POINTS

1. Execute “Urban Partnership Agreements” with 1-5 major metro areas
2. Encourage States to consider enacting public private partnership laws
3. Develop new interstate highway and rail capacity through a “Corridors of the Future” competition
4. Reduce bottlenecks at major freight gateways, including Southern California
5. Find and implement solutions to border congestion
6. Accelerate major airport capacity projects, reform airport pricing policies and overhaul the air traffic control system

What is Congestion?

“The level at which the transportation system performance is no longer acceptable due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, geographic location and/or time of day.”



Types of Congestion

Recurring Congestion:

- bottlenecks
- excess demand
- same locations
- commuters
- seasonal
- long-term construction



Types of Congestion

Non-Recurring:

- accidents
- disabled vehicles
- special events
- weather
- varying location
- short-term construction/maintenance



How Does The CMP Relate To The Transportation Planning Process?



CMS Morphs to CMP

- Former Congestion Management System now Congestion Management Process
- Found in Section 450.320

SAFETEA-LU Requirements

- CMP: “The transportation planning process shall address congestion management through a process that provides for effective management and operation”
- Mgmt and Ops: LRTP’s shall contain “Operational and management strategies to improve the performance of existing transportation facilities”

Overview of Changes to 23 C.F.R 500

- a) For purposes of this part, congestion means the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management means the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.
- (b) The development of a congestion management system or process should result in performance measures and strategies that can be integrated into transportation plans and programs. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea and/or non-metropolitan area), and/or time of day. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.

7 Key CMS Components



1. Area of Application



2. System Definition

(modes & network)



3. Performance Measures



7. Implementation & Management

4. Performance Monitoring Plan



5. Identification & Evaluation of Strategies



6. Monitoring Strategy Effectiveness

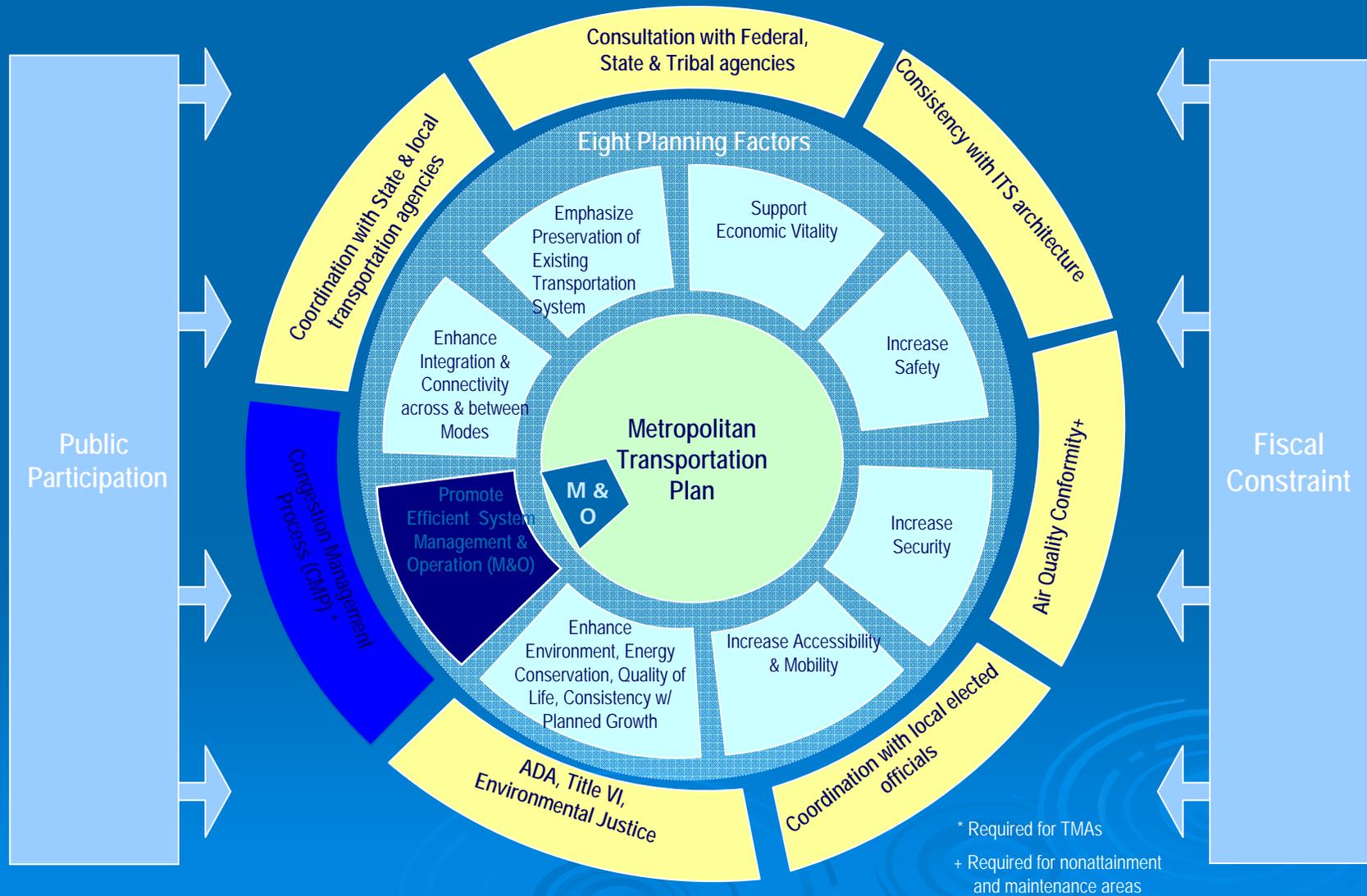


Implications to Integrating M&O in the Planning Process

Utilize the *Congestion Management Process* as an integral part of developing the LRTP

- Collaboration with operations managers and other stakeholders in the development of the Plan
- Decision-makers are engaged in M & O as part of the Plan development and funding
- Develop specific objectives and performance measures focusing on transportation systems operations that can be regionally accepted
- Develop M&O strategies based on Operations Objectives in the Plan

M&O and CMP in the Context of Metropolitan Transportation Planning Requirements



How the CMP Supports Management & Operations

Management & Operations part of the Metropolitan Transportation Plan contains:

Operational Objectives



Congestion Mgmt Process

The CMP actualizes the Operations Objectives through a systematic approach for:

1. developing performance measures,
2. identifying and analyzing problems,
3. collecting data,
4. developing strategies, and
5. monitoring performance

Where do we go from here?



Outcomes

- Vision for CMP – The CMP blends congestion management practices to enable integration of operations into transportation planning
- Goals – Intentions CMP as a catalyst to strengthen the relation between operations and planning

Current Issues and Challenges

- Engaging Operators in CMP development and use
- Developing a common set of performance measures for planning, operations, NEPA?
- Challenge of rationalizing Operations in the Planning Process
- Non-recurring congestion is not supported by traditional planning process
- CMP not seen as a value added component of the planning process (although some good examples exist)
- At State and regional level: Congestion management initiatives are being treated separately – programs need to work together

Florida References/Resources

- **Florida**
- Traffic Congestion Management
Florida's Mobility Management Process
- Traffic Incidents by Region
From the Florida Highway Patrol
- Traffic & Road Closure Information
- **Congestion Relief Efforts**
 - I-10/I-95 Interchange (The Big "I")
- **Value Pricing**
 - SunPass Prepaid Toll Program

Examples of Best Practices

- Metroplan

www.metroplanorlando.com

- Lee County MPO

<http://www.mpo-swfl.org/publications.shtml>

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Federal Highway Administration



Thank You

