

Baltimore – Washington Regional Traffic Signal Forum

Maritime Institute

Linthicum, MD

March 14, 2007

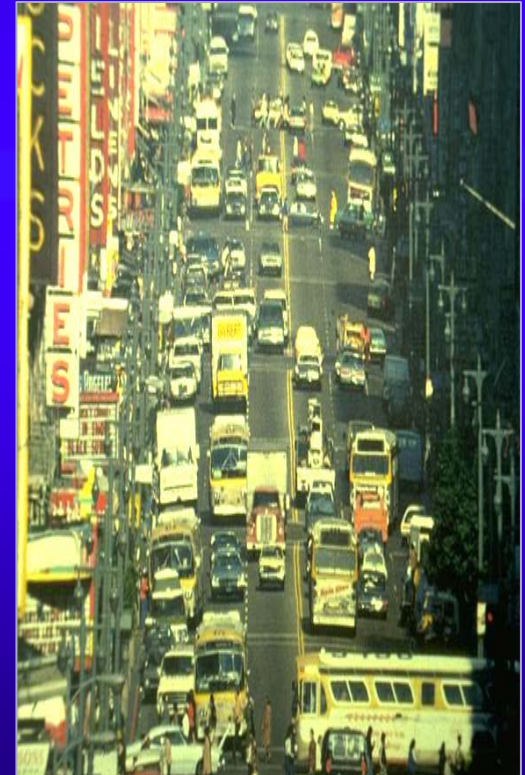
USDOT Congestion Initiative

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The Congestion Challenge

“Mobility is one of our country’s greatest freedoms, but congestion . . . Limits predictable and reliable movement of people and goods and poses a serious threat to continued economic growth.”

Secretary Mary Peters, October 2006

USDOT Congestion Initiative – Why Now

- Surging public discontent with congestion and “pork” barrel spending
- New advances in technology that can greatly improve system management and pricing
- Successful congestion reducing demonstrations in major cities around the world
- Strong private sector investment interest in US infrastructure
- Growing consensus that traditional financing mechanisms for highway and aviation infrastructure are unsustainable
- Economic benefits of trucking, rail and aviation deregulation (estimated at \$60B/year) increasingly threatened

USDOT Congestion Initiative – A Six Point Plan

- Relieve urban congestion
- Unleash private sector investment resources
- Promote operational and technological improvements
- Establish a “Corridors of the Future” competition
- Target major freight bottlenecks and expand freight policy outreach
- Accelerate major aviation capacity projects and provide a future funding framework

USDOT Congestion Initiative

Point 1

Relieve Urban Congestion

- Create urban partnerships
- Promote HOV to HOT conversion
- Implement meaningful congestion management process
- Reduce impacts of bottlenecks

Urban Partnership Agreements

- Implement broad congestion pricing
- New or expanded bus rapid transit
- Expanded telecommuting / flexible work schedules
- Technology / operations strategies



Urban Partnership Agreements

- Significant Interest
- Congestion Pricing/Urban Partnership Agreements Workshops
 - Washington, DC (March 21)
 - Denver (March 23)
 - Atlanta (March 30)
- Frequently Asked Questions posted at grants.gov (March 2007)

HOV to HOT Conversions

- Establish FHWA expert task force
- Assess opportunities for HOV to HOT conversions
- Champion HOV to HOT Conversions
- Provide technical support/training



Meaningful Congestion Management Process

- Bring Operations into the Planning Process
- New SAFETEA-LU requirement
- TMAs with certification reviews in FY07



Reduce Impacts of Bottlenecks

- Initiate dialogue with States to pursue innovative solutions with near-term impacts
- Distribute Primer and lessons learned from Lead States
- Promote establishment of comprehensive bottleneck reduction programs



USDOT Congestion Initiative

Point 3

Promote Operational and Technological Improvements

- Traveler Information
- Work Zones
- Incident Management
- Traffic Signal Timing

Real-Time Traveler Information

- Nationwide 511 deployment
- Travel time on all urban DMS signs
- SAFETEA-LU Section 1201 – Implementation (NPRM)



Reduce Work Zone Delay

- Implement work zone safety and mobility final rule



Reduce Incident Delay

- “Move it” laws
- Quick clearance policies
- Full function service patrols
- Integrated transportation / law enforcement technology



Improve Traffic Signal Timing

- Increase awareness/funding (Self Assessments and National Report Card)
- Champion regular signal retiming programs
- Release ACS lite



Springfield, MO

Congestion Information Resources

- USDOT Web Site:
www.fightgridlocknow@dot.gov
- Operations Web Site:
<http://www.ops.fhwa.dot.gov>
- Urban Partnership Program Manager –
Patrick DeCorla Souza, (202) 366-4076
- Congestion Mitigation Coordinator –
Rich Taylor, (202) 366-1327

