

The US DOT's Congestion Initiative and Urban Partnership Agreements



The Costs of Congestion

- **The financial cost of congestion:**
 - 3.7B hours of delay and 2.3B gallons of wasted fuel annually*
 - Almost \$200B after accounting for unreliability, inventory, and environmental costs across all modes**
- **Congestion hurts family and civic life, impacting:**
 - Where people live and work
 - Where they shop
 - How much they pay for goods and services



Congestion on I-95 in Northern Virginia

* Texas Transportation Institute, 2005 Urban Mobility Report

** USDOT internal analysis

Chicago

A Virtual “Congestion Tax” on Large Urban Areas

Metro Area	Total Cost (\$ millions)	Cost Per Peak Traveler
Los Angeles-Long Beach-Santa Ana CA	\$10,686	\$1,598
San Francisco-Oakland CA	\$2,604	\$1,224
Washington DC-VA-MD	\$2,465	\$1,169
Atlanta GA	\$1,754	\$1,127
Houston TX	\$2,283	\$1,061
Dallas-Fort Worth-Arlington TX	\$2,545	\$1,012
Chicago IL-IN	\$4,274	\$976
Detroit MI	\$2,019	\$955
Miami FL	\$2,485	\$869
Boston MA-NH-RI	\$1,692	\$853
Phoenix AZ	\$1,295	\$831
New York-Newark NY-NJ-CT	\$6,780	\$824
Philadelphia PA-NJ-DE-MD	\$1,885	\$641



The USDOT Congestion Initiative

- 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**

The Urban Partnership Agreement (UPA)

The "4 Ts"

1. Establishment of a variable tolling or congestion pricing demonstration
2. Utilization of cost-effective transit options (such as BRT)
3. Expansion of telecommuting and flexible work schedules
4. Utilization of cutting-edge technology and operational approaches



The Urban Partnership Agreement

(1) Congestion Pricing

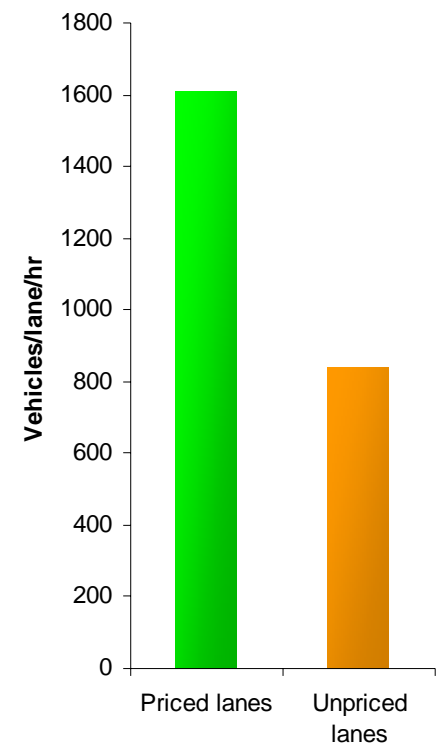


- **Goal**
 - **Maintain free-flow conditions on highways**
- **Key elements**
 - **Direct user charge based on use of facility**
 - **Charge varies based on level of congestion**
 - **Toll collection via electronic means (no toll booths)**
 - **Different configurations (cordon pricing, HOT lanes, etc.)**
- **Rationale**
 - **Demonstrated impact on congestion**
 - **Quick, cost-effective implementation**
 - **Takes advantage of travel time flexibility (most rush hour drivers aren't commuters)**

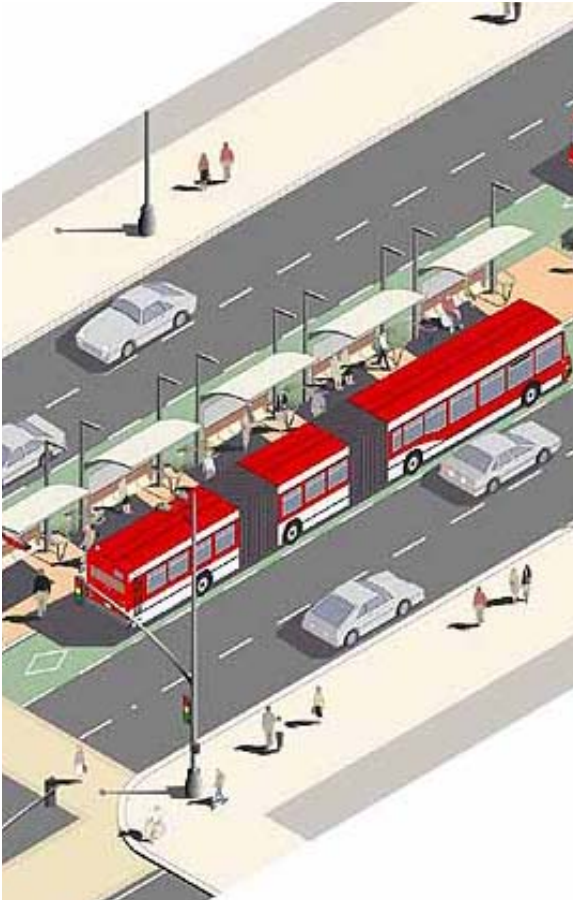
Impact of Pricing on Congestion

- **Increased vehicle throughput**
 - **CA SR-91 priced lanes carry twice as many vehicles/lane during rush hour as the adjacent toll-free lanes**
- **Reduced traffic and increased travel speeds**
 - **London: delay ↓30%, bus delay ↓50%, road speed ↑37%**
 - **Stockholm: traffic ↓25%, transit ridership ↑8%,**
 - **Singapore: peak hour traffic ↓13%, road speed ↑20%**
 - **Minneapolis: 85% of users happy with priced lanes' traffic flow**
- **A little less traffic can mean a lot less delay**

Peak period throughput on California SR-91, priced vs. unpriced lanes



USDOT's Urban Partnership Agreement (2) Transit



- **Goal**
 - Provide a convenient, comfortable, and cost-effective alternative to personal automobile travel
- **Key elements**
 - High-quality bus service, operating in free-flow lanes
 - Improvements to stations, vehicles, and fare collection
- **Rationale**
 - Easy implementation due to limited capital costs
 - Meets mobility needs of former peak period drivers
 - Free flow conditions improve BRT performance & reliability
 - Increased ridership, cost-efficiencies, and (potentially) dedicated toll revenues strengthen transit funding base

USDOT's Urban Partnership Agreement (3) Telecommuting

- **Goal**
 - Reduce peak period commuting on highways
- **Key elements**
 - Commitment by major employers to expand telecommuting and flexible work schedules
 - Removal of regulatory impediments to telecommuting
 - Different configurations (work from home, telework centers, etc.)
- **Rationale**
 - Ease and cost-effectiveness of implementation
 - Popularity of working from home
 - Demonstrated reductions in peak driving



USDOT's Urban Partnership Agreement (4) Technology and Operations



Dynamic messaging signs in Madison, Wi

- **Goal**
 - Utilize technological and operational tools to enable pricing and other congestion-reduction measures
- **Key elements**
 - Electronic toll collection to allow for system pricing without congestion-causing tollbooths
 - Technologies to enable more informed choices by travelers (e.g., real-time multi-modal transportation info)
 - Operational strategies (e.g., reversible lanes, improved incident response) to add capacity during peak periods
- **Rationale**
 - New technologies and operational approaches offer the potential to significantly reduce congestion

Congestion Pricing and Urban Partnerships

Chicago

What USDOT Brings to the Table: Up to \$1.1 B in DOT Discretionary Grants*

Program	MAXIMUM potential amount available (i.e., up to...)
FTA Discretionary Programs	
Alternatives Analysis	\$ 12 M
New Starts / Small Starts	\$ 267 M
Bus & Bus Facilities	\$ 438 M
FHWA Discretionary Programs	
Delta Region Development Program	\$ 10 M
Ferry Boat Discretionary	\$ 60 M
Highways for Life	\$ 20 M
Innovative Bridge Research & Construction	\$ 5 M
Public Lands Highway Discretionary	\$ 80 M
Transportation, Community, and System Preservation (TCSP) Program	\$ 61 M
Truck Parking Pilot Program	\$ 6 M
Value Pricing Pilot Program (VPPP)	\$ 30 M
RITA Discretionary Programs	
Intelligent Transportation Systems Operational Testing to Mitigate Congestion (ITS-OTMC)	\$ 100 M
Total	\$ 1,089 M

* Over three years (FY07-09)

US Department of Transportation

www.fightgridlocknow.gov

What USDOT Brings to the Table Other Potential Support

- **Another \$125 M in President's FY08 budget request**
 - **\$100 M for VPPP**
 - **\$25 M for ITS-OTMC**
- **DOT loans and credit assistance**
 - **Private Activity Bond authority**
 - **TIFIA loan and credit assistance**
- **Other support**
 - **Authority to price portions of the Interstate**
 - **Sponsorship of projects by senior departmental leadership**
 - **Expedited project delivery (e.g., Environmental Stewardship Executive Order)**
 - **Extensive technical expertise and advice**

Urban Partnerships Program

- **Goal: To demonstrate congestion *reduction* in the short-term**
- **Four T's:**
 - **Tolling/ congestion pricing**
 - **Transit**
 - **Telecommuting/ flextime**
 - **Technology and operations**



Urban Partnerships Program

- **Deadline: April 30, 2007**
- **Federal solicitation available at:**
 - fightgridlocknow.gov
- **Key characteristics :**
 - **Broad – multiple facilities and/or all lanes**
 - **Operational in the short term – 2009**
 - **Significant congestion reduction**
 - **Comprehensive package of synergistic strategies**
 - **Trial subject to vote OK (as in Stockholm)**

Federal Grant Solicitations

Key Aspects



Value Pricing Pilot Program

- **Supports local congestion pricing programs**
- **\$12 million per year available (FY 07, 08, 09)**
- **25% is to be used for non-tolling projects**
- **Project types:**
 - **Outreach and constituency building**
 - **Pre-Implementation**
 - **Implementation**
- **Deadline: April 30, 2007**
- **Federal solicitation available at:**
 - **http://www.ops.fhwa.dot.gov/tolling_pricing/index.htm**

RITA, ITS-OTMC Program

- **Funds Innovative Congestion-Reducing Technologies**
- **Priority to Urban Partners**
- **Encourages the combination of congestion reduction strategies**
- **Up to \$100 million, anticipate 1 to 5 awards from \$10 million to \$100 million**
- **Cost Share 80/20**
- **Federal solicitation available at:**
<http://apply.grants.gov/opportunities/instructions/oppDTFH61-07-RA-00111-cfda20.200-instructions.pdf>
- **Deadline: April 30, 2007**

Bus and Bus-Related Discretionary Program

- Grants for bus and bus-related equipment that support the “Congestion Initiative.”
- Includes acquisition of buses for service expansion
- Tied to the TTI 2005 Urban Mobility Report
- Deadline: Sixty days after date of Publication in the Federal Register
- DOT e-mail address: busprogram@dot.gov
- Federal solicitation available at:
 - <http://www.grants.gov>

Certain Federal-aid Highway Discretionary Funding for FY 2007

- **Addresses 8 Discretionary Programs**
- **Three key ones include:**
 - **Ferry Boat Discretionary Program**
 - **Transportation Community & System Preservation**
 - **Truck Parking**
- **Deadline: April 30, 2007**
- **Supplemental Action Memo's posted on <http://www.fhwa.dot.gov/discretionary/currsol.htm>**

Resources

- **US DOT's Congestion Initiative**
 - Go to: www.fightgridlocknow.gov
 - Click on “Urban Partnership Agreements”
- **FHWA**
 - Go to: www.ops.fhwa.dot.gov
 - Click on “Tolling and Pricing Programs”
 - Click on “Programs”
 - Click on Value Pricing Pilot Program”

