



Reducing Congestion: Urban Partnerships and Corridors of the Future

Columbia Traffic and Safety
Conference

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U.S. Department of
Transportation

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National Strategy to Reduce Congestion

Congestion relief as a USDOT priority

- **Relieve urban congestion.**
- **Unleash private sector investments.**
- **Deploy operational and technological improvements.**
- **Establish a “Corridors of the Future” Program.**
- **Target major freight bottlenecks and expand freight policy outreach.**
- **Accelerate major aviation capacity projects and provide a future funding framework.**



“Congestion is not a fact of life. We need a new approach and we need it now.”

Secretary Norman Mineta
National Press Club
May 2006

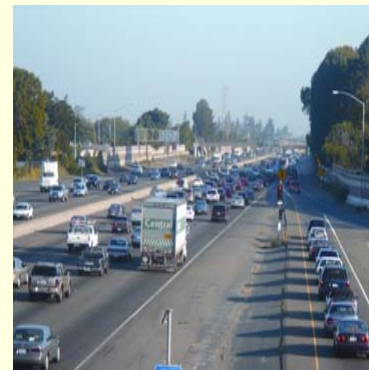
“I am committed...to do everything we can to ensure that our skies, highways, ports, and rails are free from traffic congestion.”

Secretary Mary Peters
Swearing-in Ceremony
October 2006

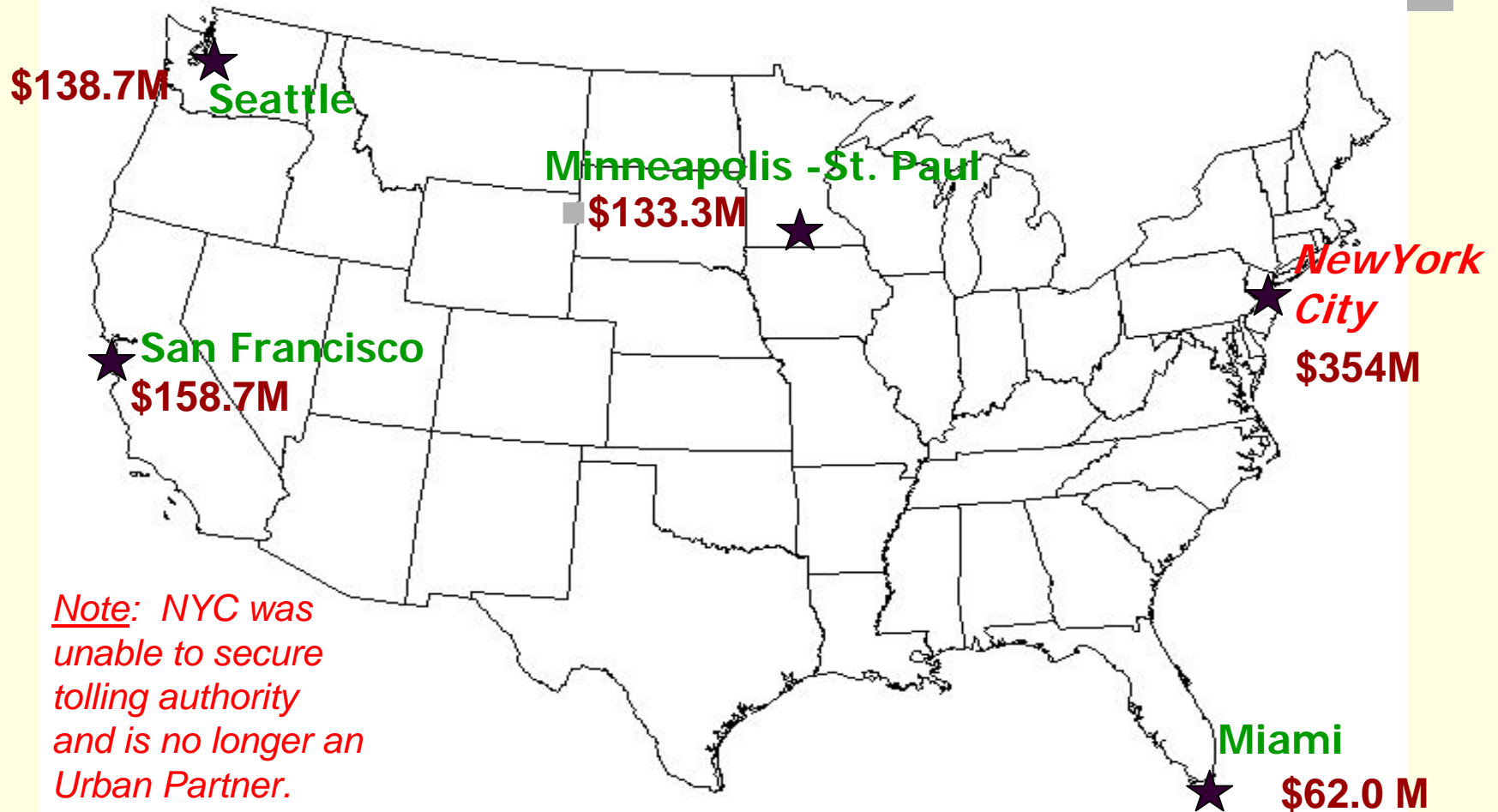


Relieve Urban Congestion - Urban Partnerships

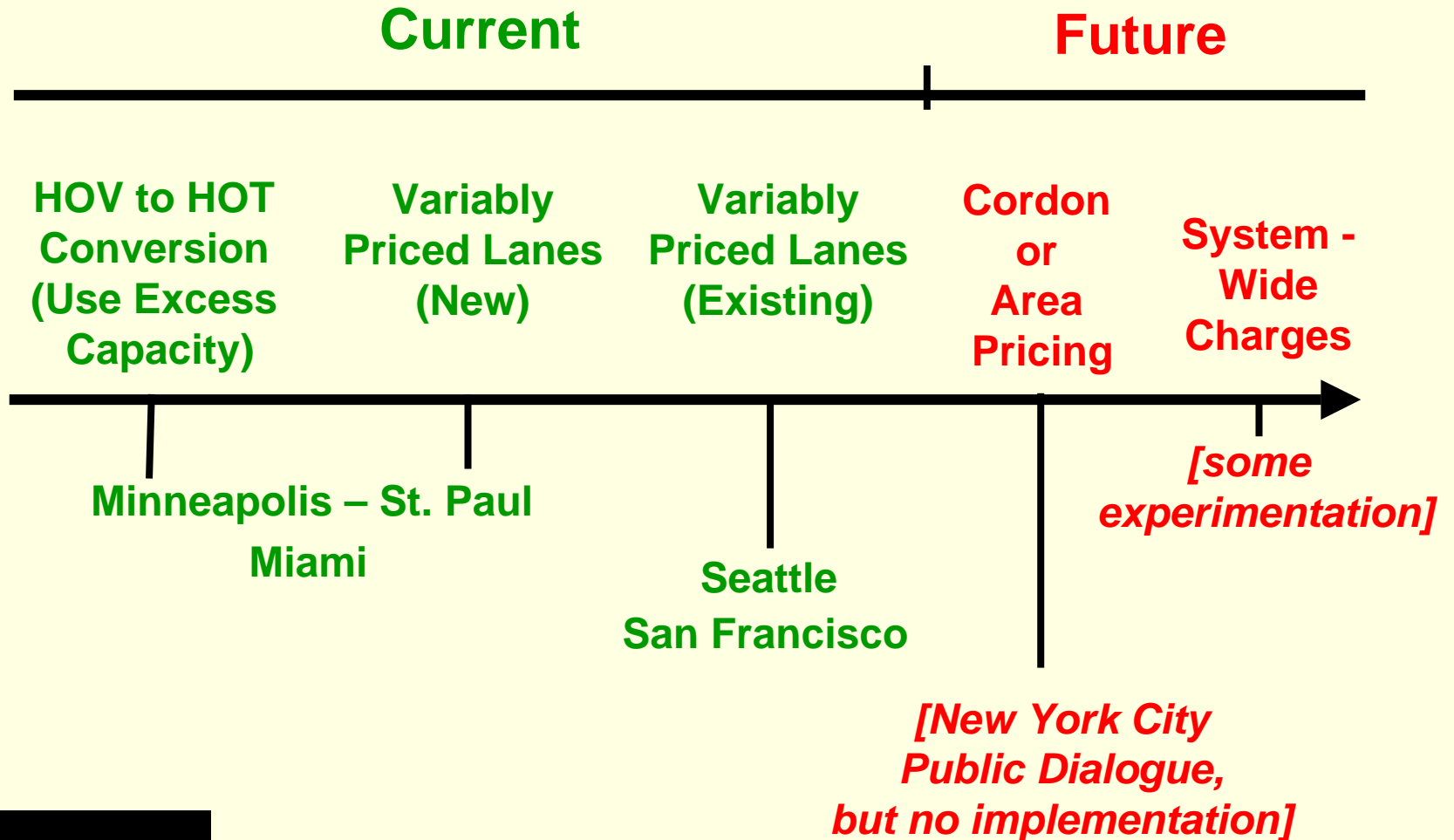
- Changing Public Policy: Enjoin public dialogue and demonstrate the possible.
- Integrated “4T” Strategy
 - TOLLING (pricing) – Key Element
 - Varies based on level of congestion
 - Transit
 - Telecommuting/Travel Demand Management
 - Technology
- Implementation in 2008 - 2010.
- About \$850 million in USDOT Discretionary Funds.



Urban Partners



Congestion Pricing – The Progress



Miami Urban Partner

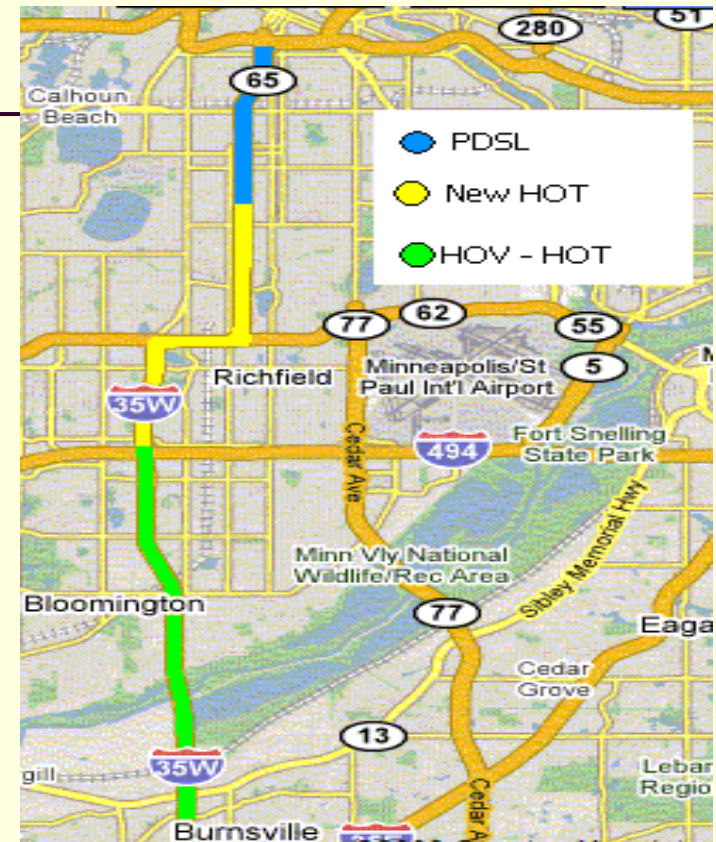
- Create 21 miles of HOT lanes on I-95 from Fort Lauderdale to Miami.
 - Raise HOV limit: HOV2+ to HOV3+
 - Expand 10-lane highway to 12 lanes and using a portion of the shoulder)
- **\$62.0 million.**
- First phase (NB segment) complete mid July 2008; second phase fall 2009.
- Project well underway.



Managed Lanes Network Map

Minneapolis – St. Paul Urban Partner

- Create 15 miles of continuously priced lanes on I-35W between downtown Minneapolis and the southern suburbs.
 - Existing HOV lanes converted to dynamically-priced HOT lanes.
 - Existing HOT lanes extended.
 - Convert bus-only shoulder lanes to wider **P**riced **D**ynamic **S**houlder **L**anes.
- **\$133.3 million.**
- In operation by September 2009.
- Legislative authority anticipated by May 12 deadline.



New York City Proposal

- Cordon/area pricing.
 - Cars charged \$8 and trucks \$21 a day to enter Manhattan below 60th Street.
 - For weekdays during the workday (6 am – 6 pm).
 - \$1 taxi/livery trip surcharge for trips that start and/or end in zone.
 - Increased metered parking rates within zone.
- **\$354 million** if tolling authority provided.



New York City Proposal

■ Status:

- Commission Plan approved by City Council.
- State Legislature did not have votes for passage.

■ Observations:

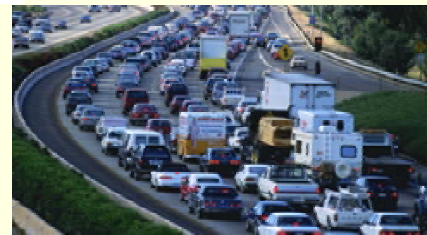
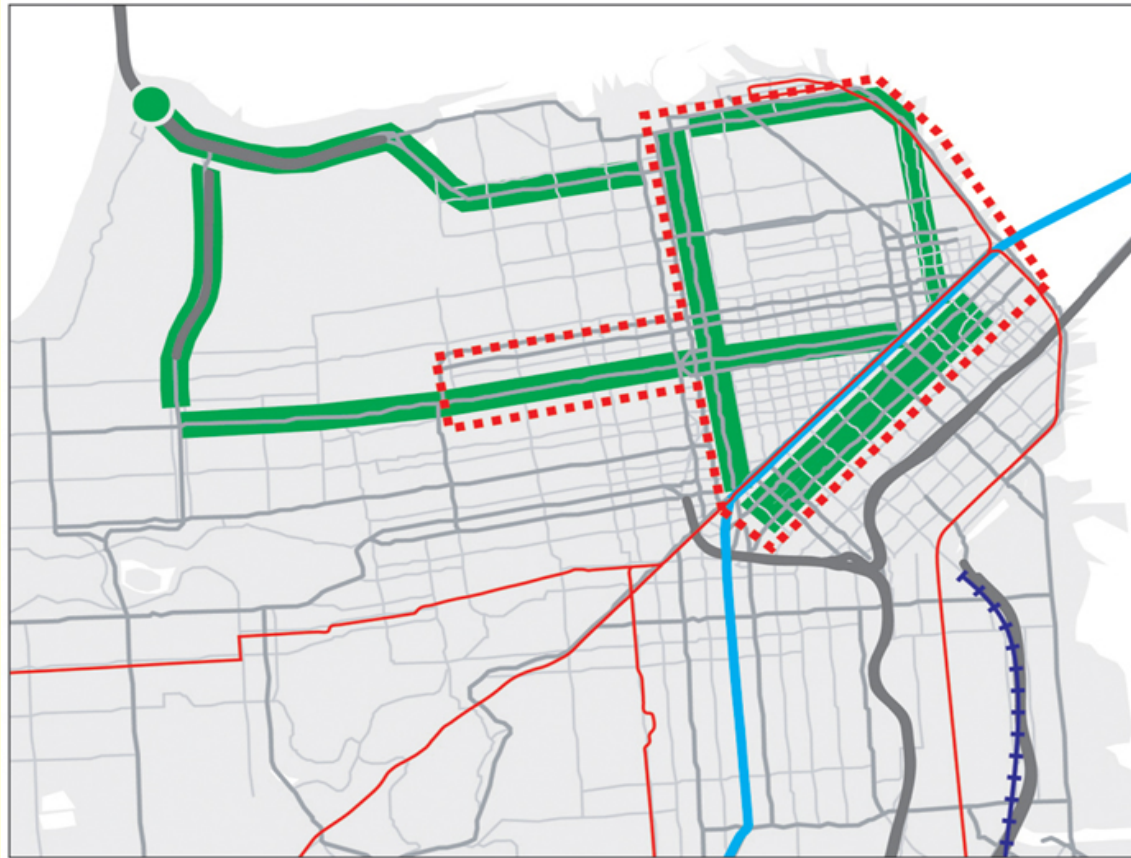
- Started significant National dialogue.
- USA not ready for aggressive congestion pricing such as cordon pricing.
- Points to importance of HOT projects as a way to increase the public's comfort level.
- Funds will be re-allocated.

San Francisco Urban Partner

- Variable pricing on Doyle Drive leading to the Golden Gate Bridge or the Golden Gate Bridge.
- Downtown parking pricing for on-street and off-street spaces.
- **\$158.7 million.**
- Variable tolling by September 2009.
- All pre-conditions met when variable tolling approved by the Golden Gate bridge District.



San Francisco Urban Partner

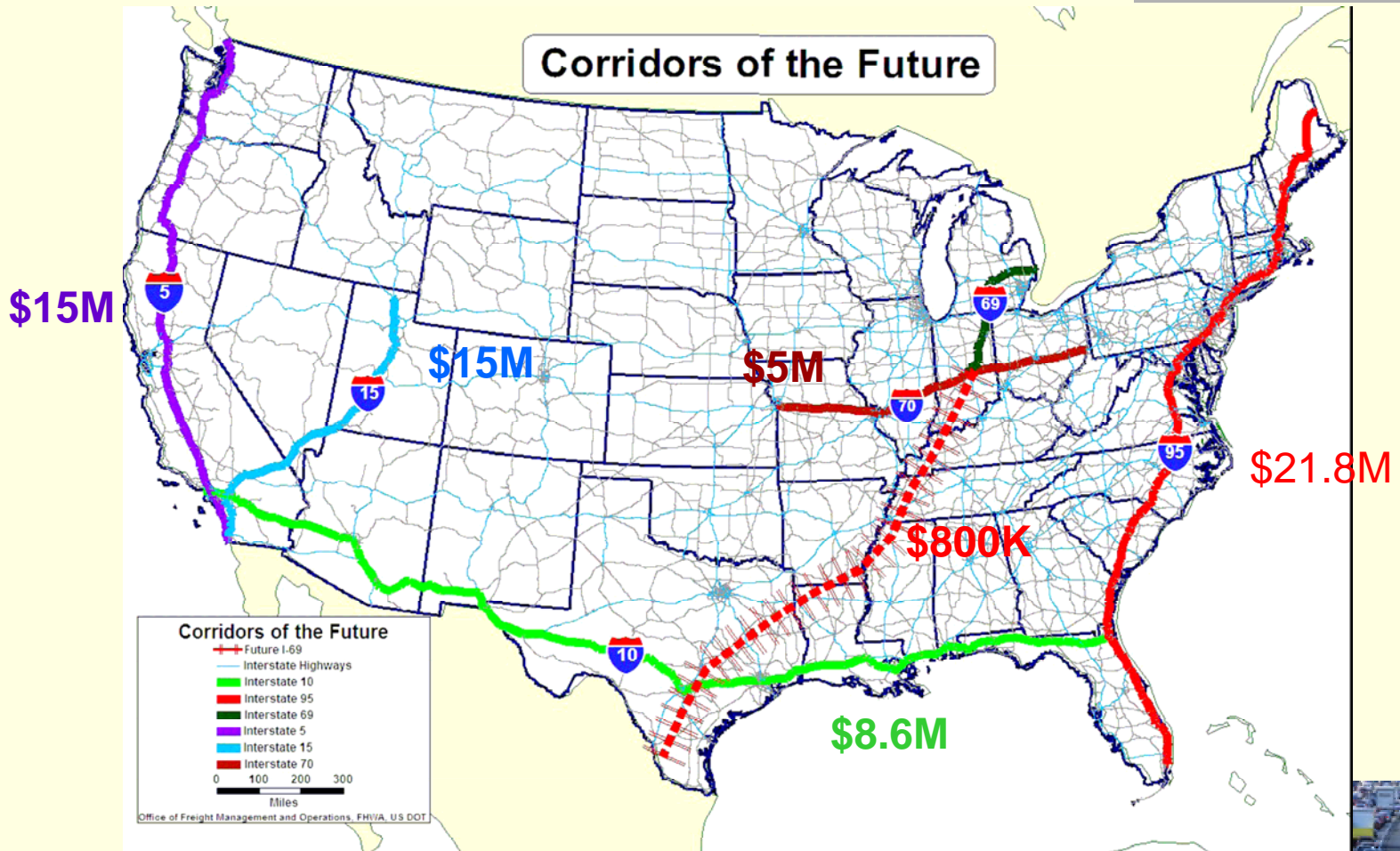


Seattle Urban Partner

- Variable Pricing on the State Route 520 Floating Bridge.
 - Carries about 160,000 people per day between Seattle and its Eastside suburbs.
 - New tolls will pay for replacement bridge.
- **\$138.7 million.**
- Tolling legislation signed March 2008; actual tolling authority still to come.
- Variable tolling by September 2009.



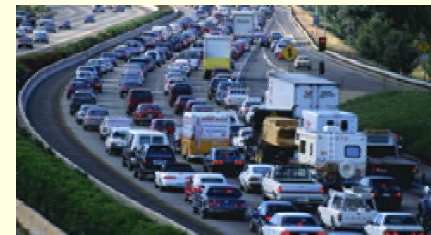
Corridors of the Future



Corridors of the Future

Interstate 5

1. Infrastructure Improvements
2. Freight-Passenger rail corridor - Eugene, OR To Vancouver, B.C.
3. ITS Improvements
4. Alternative Fuels Corridor
5. W/O improvements by 2035, 95% of urban sections will be heavily congested, non-urban will be 85% congested



Corridors of the Future

Interstate 10 Freight Corridor Coalition

1. Various Infrastructure Improvements
2. Focus on bottlenecks
3. Urban Truck Bypasses (El Paso & Phoenix)
4. Truck/Auto Separation (LA, Phoenix/Tucson, Houston)
5. ITS
6. Rail and Waterway Corridors
7. W/O Improvements by 2035: 96% of urban sections heavily congested, non-urban will be 45% congested



Corridors of the Future

Interstate 15 Western States Coalition

1. Union Pacific RR – 2005 Third Largest Rail Yard in Us near Salt Lake
2. Capacity and Operational Improvements for Highways and Rail
3. ITS Truck Parking Initiative
4. Road and Bridge Preservation
5. Tolling in Las Vegas – Desert Express and Commercial Corridor

98% urban, 85% non-urban – 2035 congestion



Corridors of the Future

Interstate 69 Steering Committee

1. Innovative Financing Study
2. New Alignment – Indianapolis to Texas
3. 32 separate segments - environmental reviews and design to ROW acquisition

Interstate 70 – Dedicated Truck Lanes

1. Feasibility Study – Ohio-Missouri
2. Supplement EIS – Missouri
3. Tolling, S&W Increases, Staging Areas

97% urban, 87 non-urban – 2035 congestion



Corridors of the Future

Interstate 95 Corridor Coalition and 5 States

1. ITS Enhancements to Optimize Operations – D.C. to Maine
2. Widening/Reconstruction/Bridge Replacements – VA to FL
3. North Carolina Congestion Detection System (\$800K)

100% urban, 55 non-urban – 2035 congestion



USDOT/FHWA Next Steps

- Urban Partners
 - Provide direct support to the urban partners.
 - Harness and share experiences.
 - Reallocate NYC funds.
- Congestion Reduction Demonstration Program
 - Similar to UPA – limited funding.
 - Announcement expected shortly.
- Promote HOV to HOT Conversions
 - Targets: AZ, CT, FL, GA, HI.
- Advance Discussion Locally
 - Workshops, seminars, technical support.



For More Information

■ Visit

- www.fightgridlocknow.go

- www.fhwa.dot.gov/congestion/index.htm

