

**MOITS Aspects of the February 14, 2007
Federal Final Rule for Statewide and Metropolitan Transportation Planning**
March 13, 2007 --- Item #4 --- Page 1 of 4

QUOTE	SECTION	PAGE	COMMENTS
<p>Congestion management process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies.</p>	<p>§450.104 Definitions</p>	<p>7262</p>	<p>Ties the congestion management process specifically to the use of operation management strategies.</p>
<p>Operational and management strategies means actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximizing the safety and mobility of people and goods.</p>	<p>§450.104 Definitions</p>	<p>7263</p>	<p>Congestion relief, safety, and mobility are emphasized.</p>
<p>The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors...</p> <p>(2) Increase the safety of the transportation system for motorized and non-motorized users;</p> <p>(3) Increase the security of the transportation system for motorized and non-motorized users...</p> <p>(7) Promote efficient system management and operation...</p>	<p>§450. 306(a) Scope of the metropolitan transportation planning process</p>	<p>7270</p>	<p>Metropolitan transportation planning must reflect eight "federal planning factors". Three of the eight are in MOITS program areas.</p>
<p>Congestion management process in transportation management areas. [Section printed in its entirety on a separate page.]</p>	<p>§450.320 Congestion management process in transportation management areas</p>	<p>7274</p>	<p>Congestion management process requirements are significant and detailed.</p>

**MOITS Aspects of the February 14, 2007
Federal Final Rule for Statewide and Metropolitan Transportation Planning**
March 13, 2007 --- Item #4 --- Page 2 of 4

QUOTE	SECTION	PAGE	COMMENTS
<p>The metropolitan transportation plan shall, at a minimum, include: Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods...</p>	<p>§450.322(f)(3) Development and content of the metropolitan transportation plan.</p>	<p>7275</p>	<p>Plan must specifically include operational and management strategies.</p>
<p>For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).</p>	<p>§450.322(f)(10)(i) Development and content of the metropolitan transportation plan.</p>	<p>7276</p>	<p>Financial plan must reflect adequate resources for operations and maintenance.</p>
<p>Where necessary in order to maintain or establish operations, the FHWA and the FTA may approve highway and transit operating assistance for specific projects or programs, even though the projects or programs may not be included in an approved TIP.</p>	<p>§450.328(f) TIP action by the FHWA and the FTA.</p>	<p>7279</p>	<p>Operations funding may or may not be listed in the TIP.</p>
<p>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.</p>	<p>§500.109(a), CMS [Part 500, Management and Monitoring Systems</p>	<p>7285</p>	<p>Management and Monitoring Systems are a separate part of the regulations from the statewide and metropolitan planning rule, but the change is mentioned in the Federal Register, and are significant. Consistent with the metropolitan planning rule on congestion management. Emphasis on up-to-date performance information.</p>

**MOITS Aspects of the February 14, 2007
Federal Final Rule for Statewide and Metropolitan Transportation Planning**
March 13, 2007 --- Item #4 --- Page 3 of 4

QUOTE	SECTION	PAGE	COMMENTS
<p>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.</p>	<p>§500.109(b), CMS [Part 500, Management and Monitoring Systems</p>	<p>7285</p>	<p>Congestion is locally defined. CMS/CMP SOV restriction remains in place.</p>
<p>Regional ITS architecture means a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.</p>	<p>§450.104 Definitions</p>	<p>7263</p>	<p>Architecture is defined, but the region is not defined.</p>
<p>The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940.</p>	<p>§450.306(f) Scope of the metropolitan planning process</p>	<p>7270</p>	<p>Tie-in to architecture and Rule 940.</p>
<p>[CMP includes] ITS technologies as related to the regional ITS architecture</p>	<p>§450.320 (c)(4)(iv) Congestion management system in transportation management areas</p>	<p>7275</p>	<p>ITS technologies are strategies to be considered in the CMP.</p>

**MOITS Aspects of the February 14, 2007
Federal Final Rule for Statewide and Metropolitan Transportation Planning**
March 13, 2007 --- Item #4 --- Page 4 of 4

QUOTE	SECTION	PAGE	COMMENTS
<p>The metropolitan transportation planning process should be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate.</p>	<p>§450.306 (h) Scope of the metropolitan planning process</p>	<p>7270</p>	<p>Consistency with the state safety plans.</p>
<p>The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.</p>	<p>§450.322 (h) Development and content of the metropolitan transportation plan.</p>	<p>7276</p>	<p>The plan must have a safety "element".</p>
<p>The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.</p>	<p>§450.322 Development and content of the metropolitan transportation plan.</p>	<p>7276</p>	<p>The safety element must address emergency relief and disaster preparedness "as appropriate".</p>
<p>Intelligent transportation system (ITS) means electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.</p>	<p>§450.104 Definitions</p>	<p>7262</p>	<p>ITS tied to efficiency and safety.</p>