

**Resolution 2019-08**

**Adoption of the Poughkeepsie-Newburgh NY-NJ Transportation Management Area (TMA) Congestion Management Process (CMP)**

**WHEREAS**, the Dutchess Transportation Council (DCTC), Orange County Transportation Council (OCTC), and Ulster County Transportation Council (UCTC) have been designated by the Governor of the State of New York as the Metropolitan Planning Organizations (MPOs) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for their respective counties of the Poughkeepsie-Newburgh NY-NJ Urbanized Area; and

**WHEREAS**, the federal surface transportation programs that are the responsibility of the DCTC, OCTC, and UCTC are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and

**WHEREAS**, the DCTC, OCTC and UCTC ("the TMA Transportation Councils") share responsibility for transportation planning and programming within the TMA; and

**WHEREAS**, the Metropolitan Transportation Planning Final Rule (23 CFR 450.322(a) and (b)) requires that a TMA address congestion management through a process that provides for the safe and effective management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy; and,

**WHEREAS**, the development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and Transportation Improvement Program; and

**WHEREAS**, in 2005 the TMA Transportation Councils completed their first CMP that established a four-step process to define, measure, and manage congestion, and then evaluate its effectiveness; and,

**WHEREAS**, in 2006 the TMA Transportation Councils completed a follow-up CMP report that identified congested roads in the three-county region based on the results of their respective travel demand models; and,

**WHEREAS**, in 2011 the TMA Transportation Councils completed travel time surveys of major highways to more accurately identify congested roads for the CMP; and,

**WHEREAS**, in 2018, based on the results of the TMA's Federal Certification Review and the availability of wireless travel time data, the TMA Transportation Councils initiated a major update of the CMP, using a work plan approved by the Federal Highway Administration and Federal Transit Administration; and,

**WHEREAS**, staff of the DCTC, OCTC and UCTC have worked together on the development of Congestion Management Process strategies and performance measures as documented in the Draft Mid-Hudson Valley CMP Report dated January 2019; and

**WHEREAS**, the updated CMP now includes a new mission statement and five objectives: 1) analyze highway congestion, 2) analyze highway travel time reliability, 3) analyze freight congestion and reliability, 4) analyze transit congestion and reliability, and 5) evaluate multi-modal accessibility; and,

**WHEREAS**, the updated CMP establishes new performance measures related to highway congestion, freight congestion, and transit congestion; and

**WHEREAS**, the updated CMP also includes a four-part analysis to locate congestion, using macro-level screening and then micro-level analyses for the TMA as a whole and within the individual Metropolitan Planning Areas; and,

**WHEREAS**, the TMA Transportation Councils will complete subsequent technical memorandums to the CMP, describing the results of its analysis to locate congestion; and,

**WHEREAS**, the TMA Transportation Councils will continue to refine the updated CMP as data improves and new methods of analysis are developed;


**NOW, THEREFORE BE IT RESOLVED** that the OCTC agrees to the program strategies and measures identified in the Mid-Hudson Valley CMP; and

**FURTHER RESOLVED**, that the DCTC, OCTC and UCTC agree to work cooperatively in the development of supporting Technical Memoranda that will report and document measures of congestion as data becomes available; and

**FURTHER RESOLVED**, that the OCTC understands that not all adopted CMP strategies may be applicable in all portions of the TMA and are subject to evaluation and refinement.

**CERTIFICATE**, the undersigned, duly qualified Secretary of the Orange County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on [June 18, 2019].

6/24/19  
Date

By   
Lance MacMillan, P.E., Secretary,  
Orange County Transportation Council