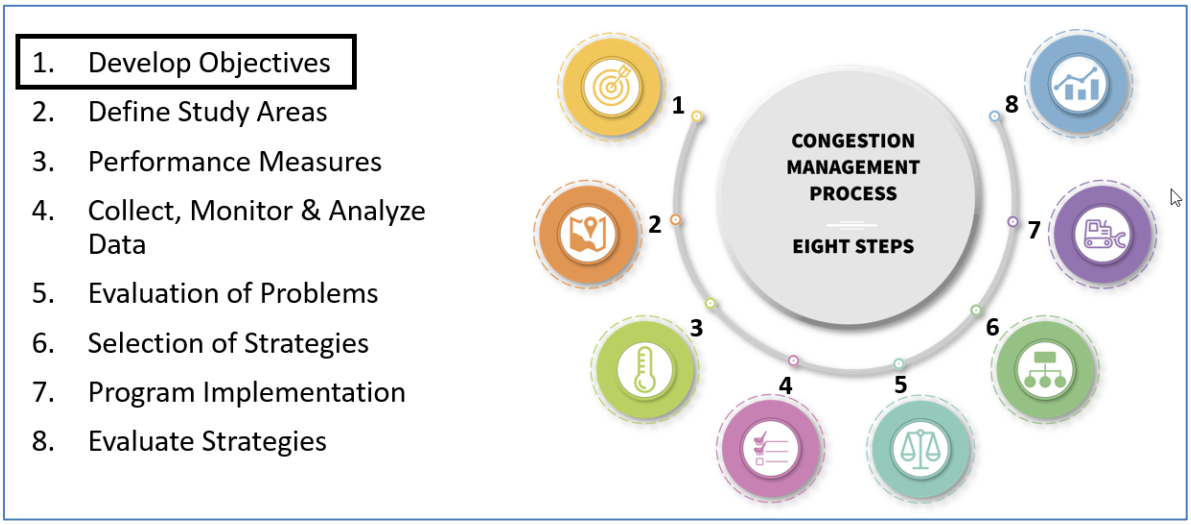
Federal regulation (23 CFR 450.320 (c) 2) requires congestion management objectives as part of the Congestion management objectives define what the region wants to achieve regarding congestion management. Eliminating traffic congestion may not be possible, particularly in fast growing regions. Moreover, eliminating congestion may not actually be desired if it comes at the expense of economic vitality, community livability, or bicycle/pedestrian access. Therefore, it is important to define what is considered "unacceptable congestion" and set appropriate objectives for congestion management that support regional goals. The Congestion Management Process (CMP) steps are shown in the following figure.



The update on Durham - Chapel Hill – Carrboro Metro Planning Organization's (DCHC MPO) goals and objectives includes a review of the following:

- FHWA Congestion Management Process: A Guidebook.
- Goals and Objectives of the Metro Transportation Plan (MTP) 2050 (Appendix A).
- National performance-based planning factors established through the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Appendix B).
- Objectives of NC Moves 2050 (Appendix C).
- 2011 CMP Objectives (Appendix D).

DCHC MPO 's CMP objectives would reflect goals and objectives set in the 2050 MTP, National and State planning goals, guidance provided by the Federal Highway administration's Congestion Management Process Guidebook (2011) as well as the previous CMP objectives from 2011. These goals and objectives should serve as a basis for developing strategies and identifying performance measures for CMP.

Goals and Objectives

CMP Goals	CMP Objectives	MTP Goals (or Other)	MTP Objectives
Reliability and Efficiency	1) Maintain reasonable person-trip and freight **mobility**, and corridor/system **reliability** for all transportation modes	Manage Congestion & System Reliability	VII-a
	2) Increase **efficiency** of existing transportation cooridor/system through strategies such as Transportaiton Demand Management (TDM), Intelligent Transportation Systems (ITS)		VII-b
	3) Improve **Incident Management** by reducing incident clearance times on the transit, arterial and Protecting the Human and throughway networks through improved traffic incident detection and response	(FHWA's CMP Guidebook)	n/a
Saftety	Achieve **zero deaths and serious injuries** on our transportation system	Promote Safety, Health and Well- Being	V-a
VMT Reduction & Transportation Choices	1) **Reduce VMT by Direct Strategies**, such as Encouraging telecommuting policies, parking/price management, transit subsidies and so on	Manage Congestion & System Reliability	VII-b
	2) Provide all residents with active transportation choices	Promote Safety, Health and Well- Being	V-b
	3) Enhance transit services, amenities and facilities	Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	IV-a
	4) Improve bicycle and pedestrian facilities		IV-b
	5) Increase utilization of affordable Non-Single Occupancy Vehicle (Non-SOV) modes		IV-c
Connectivity	1) Increase mobility options for all communities -- particularly communities of concern	Connect People and Places	III-a
	2) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups		III-b
	3) Enhance connectivity of the transportation system, across and between modes for people and freight	(MAP-21 Planning factors)	n/a

Appendix A: Goals and Objectives of the Metro Transportation Plan (MTP) 2050

Goals	Objectives
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions b) Achieve net zero carbon emissions c) Reduce negative impacts on natural and cultural environment
II. Ensure Equity and Participation	a) Ensure that transportation investments do not create disproportinate negative impacts for communities of concern b) Ensure equitable public participation among communities of concern
III. Connect People and Places	a) Increase mobility options for all communities -- particularly communities of concern b) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups
IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	a) Enhance transit services, amenities and facilities b) Improve bicycle and pedestrian facilities c) Increase utilization of affordable non-auto travel modes
V. Promote Safety, Health and Well-Being	a) Achieve zero deaths and serious injuries on our transportation system b) Provide all residents with active transportation choices
VI. Improve Infrastructure Condition and Resilience	a) Increase proportion of highways and highway assets in 'Good' condition b) Maintain transit vehicles, facilities, and amenities in the best operating condition c) Improve the condition of bicycle and pedestrian facilities and amenities d) Promote resilience planning and practices e) Support autonomous, connected, and electric vehicles

Goals	Objectives
VII. Manage Congestion & System Reliability	a) Allow people and goods to move with greater reliability b) Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)
VIII. Stimulate Inclusive Economic Vitality	a) Ensure equitable distribution of transportation investments especially to communities of concern b) Improve freight movement c) Coordinate land use and transportation d) Invest in cost-effective solutions to improve travel reliability and safety e) Improve project delivery for all modes

Appendix B: National performance-based planning factors established through MAP-21

National planning factors established through MAP-21 and supported by the Fixing America's Surface Transportation (FAST) Act include:

• **Safety**: Increase the safety of the transportation system for motorized and non-motorized users.
• **Economic Vitality**: Support economic vitality by enabling global competitiveness, productivity,
and efficiency.
• **Security**: Increase security of all motorized and non-motorized users.
• **Accessibility and Mobility**: Increase accessibility and mobility of people and freight.
• **Environment**: Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and regional planned growth.
• **Connectivity**: Enhance integration and connectivity of the transportation system, across and between modes for people and freight.
• **Efficiency**: Promote efficient system management and operation.
• **Preservation**: Preserve existing transportation system.
• **Resiliency**: Improve the resiliency and reliability of the transportation system.
• **Travel and Tourism**: Enhance travel and tourism.

Appendix C: Objectives of NC Moves 2050

NC Moves 2050 is the first long-range multimodal transportation plan in North Carolina developed under guidelines and requirements introduced within federal legislation, specifically the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and the Fixing America's Surface Transportation (FAST) Act in 2015. These guidelines include establishing targets to communicate progress toward national performance goals, and consideration of emerging issues, such as travel and tourism, and reliability and resiliency in statewide multimodal transportation planning. It aimed at preparing for the future, connecting communities and supporting North Carolina's economy and quality of life. NC MOVE 2050 proposes eight strategies, each aligning with the five plan objectives, aimed at providing a responsive, diverse and inclusive transportation system.

1. **Provide Transportation Access For All**
   Improve quality of life and multimodal access to regional jobs and services
   Connect communities to statewide opportunities

2. **Improve Transportation Through Technology**
   Enable smart and innovative statewide technology solutions

3. **Ensure Safety & Security**
   Promote more multimodal safety and behavioral-based programs, policies and tools

4. **Support a Strong Economy**
   Provide connections to new industry clusters and transportation terminals
   Address air, sea and inland port capacity to handle freight demand
   Identify future transportation workforce supply and demand

5. **Maintain a High-Quality System**
   Develop and mainstream risk/resiliency practices

Appendix D: Objectives of the Previous CMP in 2011

CMP ID	Objectives	Possible Support Measurements	Related LRTP Goals & Objectives (ID)
C-1	Improve accessibility and mobility for people and freight	Travel Time Index – Ratio of actual travel time to uncongested travel time during peak-hour and daily Duration of Congestion – the congested time length Control Delay – the average vehicle delay at intersection during peak-hour	L-1.4
C-2	Maintain productivity and efficiency of the transportation facilities	Volume-to-Capacity Ratio during peak-hour	L-1.4
C-3	Identify and implement transportation safety enhancements	Number of Crashes and Incident Severity by intersection, by corridor	L-8.1, L-4.3
C-4	Increase transit service to reduce dependency on single occupant auto travel	Number of transit routes / frequency Ridership	L-3.1, L-2.1, L-2.2
C-5	Increase bicycle/pedestrian facilities to promote the use of non-motorized mode	Center line miles Pedestrian/Bicyclist count during weekday	L-2.1, L-2.2, L-4.1, L-4.2
C-6	Provide system operational status to public using a state-of-the-art technology, and maintain system reliability	Travel Time and Standard deviation of travel time or 85 percentile of travel time during peak-hour and daily Number of web visitor during weekdays	L-7.1
C-7	Develop and maintain a multi-modal regional operation model to evaluate and estimate the system performance	N/A	L-1.1, L-1.3