

Congestion Management Process Update

Public Online Input
Period

June 7-July 6, 2021

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North Central Texas
Council of Governments

CMP Overview

One of 5 federally-mandated planning documents for Metropolitan Planning Organizations

**Required for urbanized areas with populations exceeding 200,000
(also known as Transportation Management Areas “TMA”)**

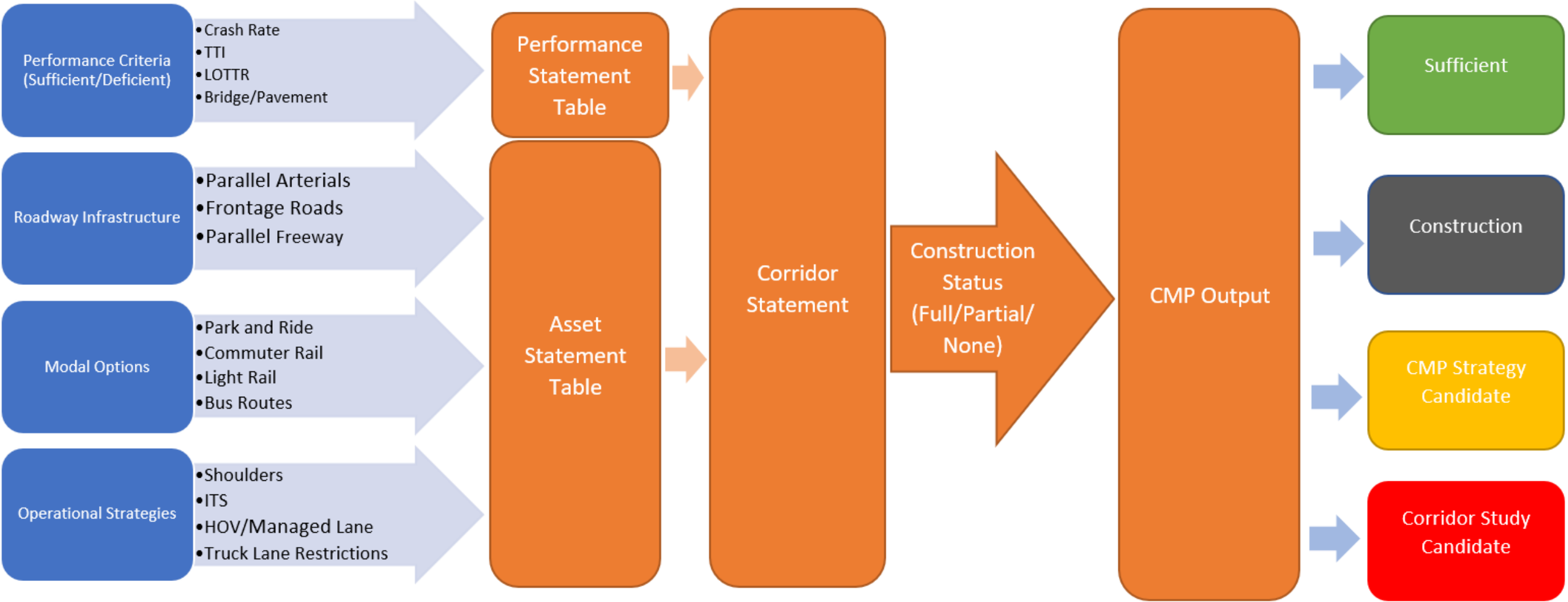
Aims to maximize existing roadway capacity through asset optimization and travel demand management

Last CMP Update completed in 2013

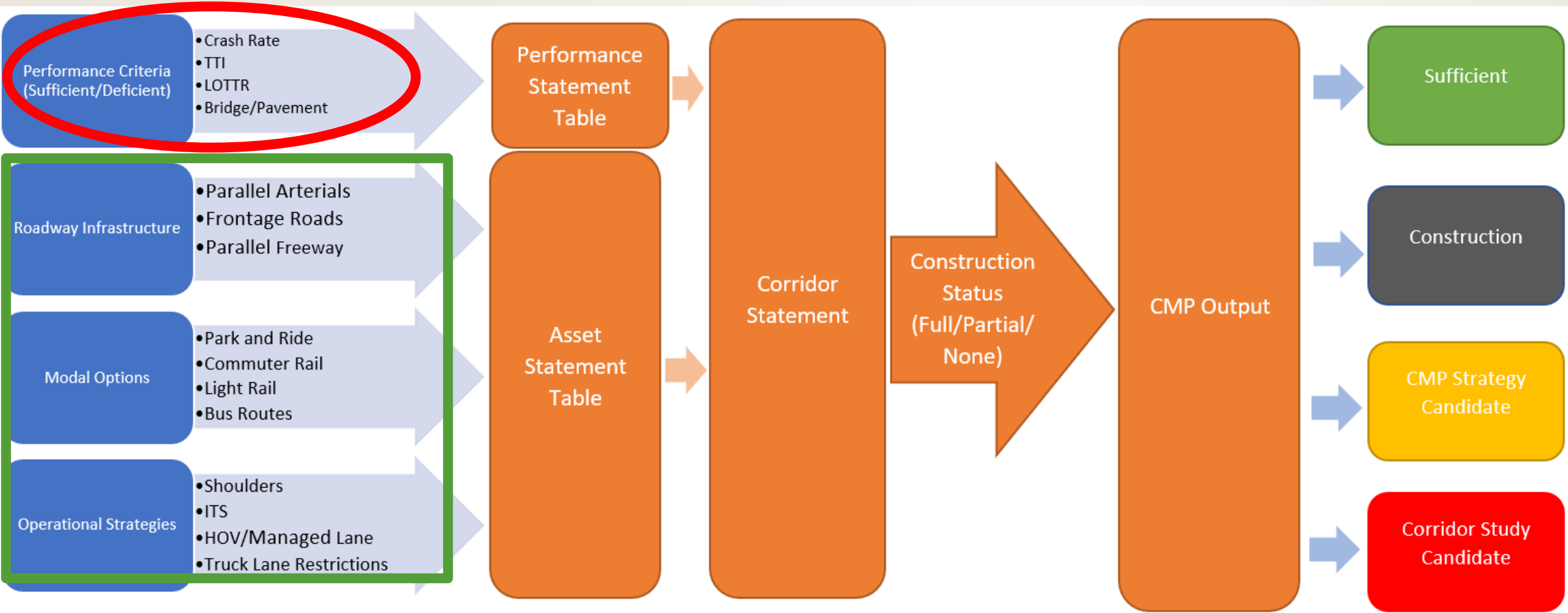
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

Congestion Management Process Flow

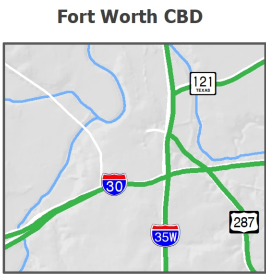
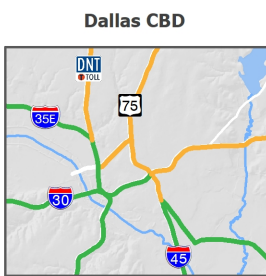
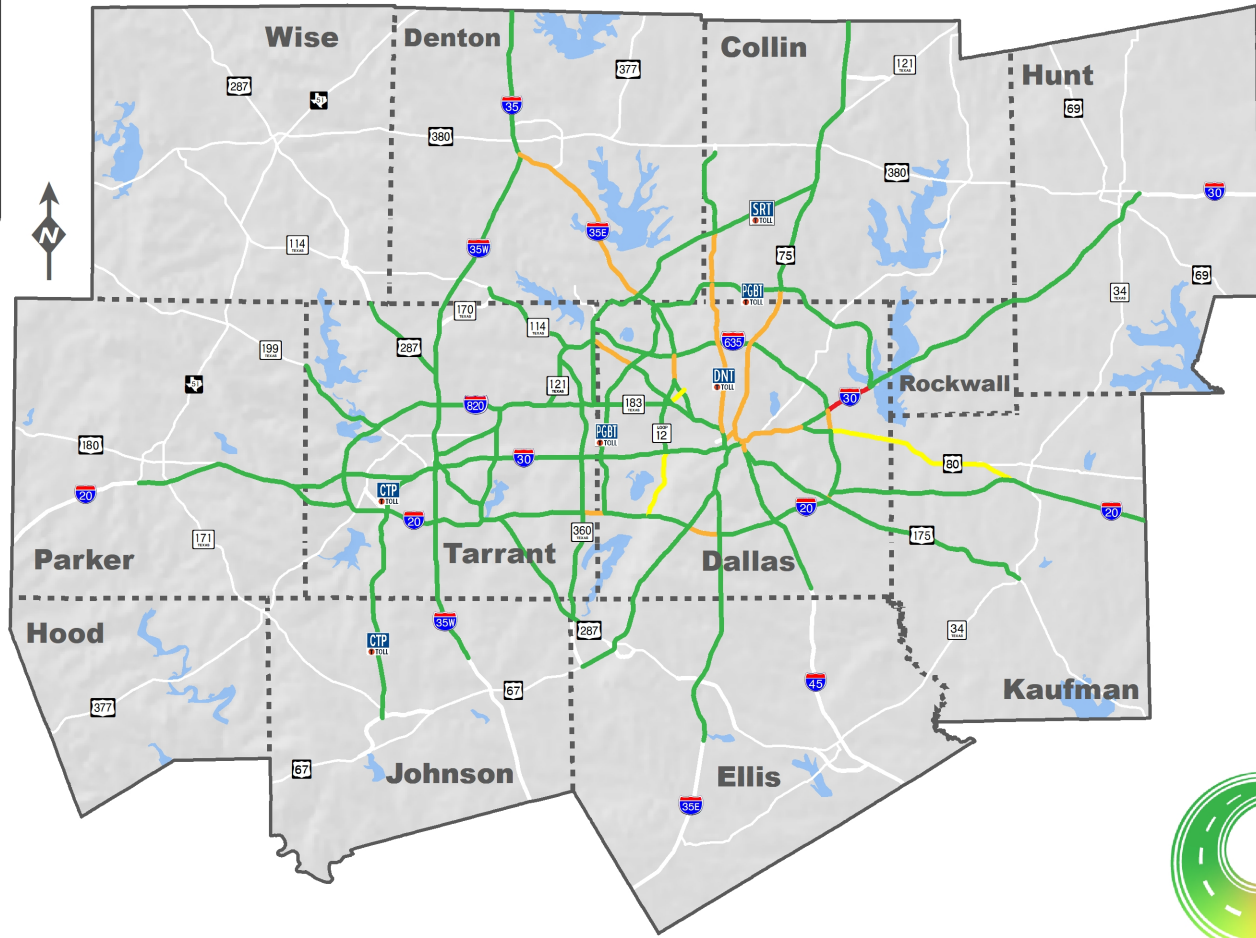


Congestion Management Process Flow



Process Outputs

- Construction (Recent or Planned) (61)
- Continue to Monitor (45)
- CMP Strategy (16)
- Rehab (3)
- Corridor Study (1)



CMP Strategy Selection

Internal Review Process

Performance
Criteria
Deficiencies

Available Assets

Identify Possible
Strategies

CMP Strategy Selection (cont.)

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP

CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
 - Cities, Roadway Operating Agency, Transit Agencies, Counties
 - NCTCOG staff in associated program areas
- Review upcoming funded projects on Corridor
- Group selects strategies
- Projects packaged and brought to Surface Transportation Technical Committee and Regional Transportation for Approval
- Fund new projects as necessary

Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour Level of Service, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

Committee	Dates
STTC Workshop and STTC Information	May 28, 2021
Public Online Input Opportunity	June 7, 2021-July 6, 2021
RTC Information	June 10, 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021

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