Congestion Management Process Update

Public Online Input Period

June 7–July 6, 2021

Natalie Bettger
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

- **Performance Criteria (Sufficient/Deficient)**:
  - Crash Rate
  - TTI
  - LOS TR
  - Bridge/Pavement

- **Roadway Infrastructure**:
  - Parallel Arterials
  - Frontage Roads
  - Parallel Freeway

- **Modal Options**:
  - Park and Ride
  - Commuter Rail
  - Light Rail
  - Bus Routes

- **Operational Strategies**:
  - Shoulders
  - ITS
  - HOV/Managed Lane
  - Truck Lane Restrictions

- **Performance Statement Table**

- **Corridor Statement**

- **Construction Status (Full/Partial/None)**

- **CMP Output**
  - Sufficient
  - Construction
  - CMP Strategy Candidate
  - Corridor Study Candidate
Congestion Management Process Flow

- Performance Criteria (Sufficient/Deficient)
  - Crash Rate
  - TTI
  - DOTTR
  - Bridge/Pavement

- Roadway Infrastructure
  - Parallel Arterials
  - Frontage Roads
  - Parallel Freeway

- Modal Options
  - Park and Ride
  - Commuter Rail
  - Light Rail
  - Bus Routes

- Operational Strategies
  - Shoulders
  - ITS
  - HOV/Managed Lane
  - Truck Lane Restrictions

- Performance Statement Table

- Asset Statement Table

- Corridor Statement

- Construction Status (Full/Partial/None)

- CMP Output

- Sufficient

- Construction

- CMP Strategy Candidate

- Corridor Study Candidate
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

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