CMP Workshop Overview

- Overview of the CMP

- CMP and Documentation
  - Project Implementation Form
  - CMP Corridor Analysis Fact Sheet
  - CMP Roadway Deficiency Form

- Project Examples
  - Adding Capacity
  - New Location
What is a CMP?

CMP = Congestion Management Process

A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.
Benefits of CMP

- Manage travel demands
- Reduce single occupancy vehicle (SOV) travel
- Improve efficiency of transportation system
- Maximize transportation funds
- Justify additional capacity is needed
- Coordinate with regional partners
- Federal requirement
Evolution of the CMP

1991
Congestion Management System (CMS) part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991

1991 to 1998
- Single-Occupyant Vehicle analysis required in all NEPA documents that added capacity
- CMS conducted as part of MTP (Long Range Transportation Plan)

1995
Regional CMS developed by NCTCOG

2007
CMP was developed as a separate document

2013
- RTC approved new CMP and reporting requirements
- Update to the 2007 CMP
Federal Requirements

- A CMP is federally required in non-attainment areas and metropolitan areas with populations exceeding 200,000

- Federal requirements state the CMP will be developed and implemented as an integrated part of the metropolitan transportation planning process

References:
- 23 USC 134
- 49 USC 5303
- 23 CFR 450
Federal Requirements

- In non-attainment areas, federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed unless the project is addressed in the regional CMP.

- The CMP must provide an analysis of reasonable travel demand reduction and operational management strategies.

- If the analysis demonstrates that these strategies cannot fully satisfy the need for additional capacity and additional SOV capacity is warranted, then the CMP must identify strategies to manage the SOV facility safely and effectively, along with other travel demand reduction and operational management strategies appropriate for the corridor.
Goals of the Dallas-Fort Worth CMP

- Identify quick-to-implement low-cost strategies and solutions to better operate the transportation system
- More evenly distribute congestion across the entire transportation corridor
- Ensure corridors have options and available alternate routes/modes to relieve congestion during incidents and accidents
CMP Forms and Documentation Process

**STEP 1 (Required)**
Complete Project Implementation Form

Step 1 is required for all projects

**STEP 2 (If required)**
Complete Corridor Analysis Fact Sheet

Step 2 is required if the project limits are *not* within a corridor included in CMP Corridor Analysis

See Question 5 in Project Implementation

**STEP 3 (Required with Step 2)**
Complete Deficiency Form

Step 3 is required when completing a Fact Sheet (step 2)
**CMP Forms and Documentation Process**

**STEP 1 (Required)**

Complete Project Implementation Form

- Completed Form is Required
- Completion Paths
  - Adds Capacity
  - Does not add Capacity
- Question 5
  - Yes = Do NOT need Deficiency Form or Fact Sheet
  - No = Deficiency Form and Fact Sheet Required
CMP Forms and Documentation

Process

- Required if the project limits are not within a corridor included in CMP Corridor Analysis
- Input project facts (within 1 mile)
- Information obtained through multiple sources
**CMP Forms and Documentation Process**

**STEP 3 (If required)**

**Complete Deficiency Form**

- **Required with Step 2:** Fact Sheet

- **Scores the project based on factors:** (infrastructure, modal options, demand, and reliability)

- **Information from Fact Sheet will help answer**

### Alternative Roadway Corridor Deficiency

The factors that influence alternative roadway infrastructure include the presence of parallel freeways, frontage roads, parallel arterials, and direct connections or interchanges.

| 1. Does the roadway facility have a parallel freeway or toll road within five miles? | Please Select | 0 |
| 2. Does the roadway facility include a frontage road system? | Please Select | 0 |
| 3. Does the roadway facility have a parallel arterial within two miles? | Please Select | 0 |
| 4. Does the roadway network include a direct connection or non-signalized interchange to another highway? | Please Select | 0 |

**Total Points Received in Alternative Roadway Infrastructure Category**

0

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### Modal Options Deficiency

The factors that influence modal options include the presence of transit options (bus and/or rail), park-and-ride facilities, HOV/Managed Lanes, and bicycle/pedestrian options.

| 1. Does the roadway facility have established transit service? | Please Select | 0 |
| 2. Is a park-and-ride facility located along the roadway corridor? | Please Select | 0 |
| 3. Are HOV or Managed lanes available along the roadway corridor? | Please Select | 0 |
| 4. Are bike trails or other bike options available along the roadway corridor? | Please Select | 0 |

**Total Points Received in Modal Options Category**

0
Examples

- **PGBT – Belt Line Rd to SH 183**
  - Project is within limits of corridor in CMP Corridor Analysis
  - Existing Corridor

- **Collin County Outer Loop – Segment 3a**
  - Project is Not within limits of corridor in CMP Corridor Analysis
  - New Corridor
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