CONGESTION MANAGEMENT
PROCESS UPDATE

TxDOT Districts-NCTCOG Coordination Meetings
June 11 and June 24, 2019

Mike Galizio
Principal Transportation Planner
Federal Planning Requirements

- Metropolitan Transportation Plan (MTP) “Mobility 2045”
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP)
- Congestion Management Process (CMP)

Statutory References: Code of Federal Regulations Title 23, Part 450, Subpart C
CMP History

1991 Congestion Management System (CMS) is required as part of the Intermodal Surface Transportation Efficiency Act

1994 First CMS was Adopted

2005 CMS was Amended through MTP Update

2007 CMS was Updated and Renamed Congestion Management Process (CMP)

2013 RTC Approved CMP Update

2019 Update Efforts are Underway
CMP Requirements

A regionally-accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies that meet state and local needs (Source: FHWA CMP Guidebook)

Mandated in any urbanized area with a population exceeding 200,000 (known as Transportation Management Area or “TMA”)

Federal regulations do not specify timelines for updates and are not prescriptive regarding the methods and approaches that must be used to implement a CMP

“Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements” [23 CFR 450.322 (c)]

In a TMA designated as nonattainment area for ozone or carbon monoxide, “Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e. a new general purpose highway on a new location or adding general purpose lanes with the exception of safety improvements or the elimination of bottlenecks) unless the project is addressed through a congestion management process” [23 CFR 450.322 (e)]

In non-attainment TMAs for ozone or carbon monoxide, “All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation” [23 CFR 450.322 (f)]
Assessing Strategies for Recurrent and Non-Recurrent Congestion
Types of CMP Strategies

Focus on Management and Operational Strategies which should include:

* Travel Demand Management (TDM) Strategies;
* Transportation System Management and Operational (TSMO) Strategies;
* Intelligent Transportation System (ITS) Technologies;
* Traffic Incident Management;
* Construction Management and Coordination; and
* Asset Optimization Improvements.
TDM Strategies
(Regional Vanpool Program)
TDM Strategies
(Bus and Light Rail Station with Park-and-Ride Lot)
Other TDM Strategies

- Try Parking It Ride-Match Program
- Regional Park-and-Ride Lots
- Bicycling and Walking Options
- Transportation Management Associations (TMAs)
- Regional Employer Trip Reduction Program
- Telecommuting and Compressed/Flexible Work Schedules
TSMO Strategies
(Traffic Signal Coordination and One-Way Streets)
ITS Technologies
(Toll Tag Readers, Electronic Signs, CCTVs)
Other TSMO and ITS Strategies

- Regional Traffic Signal Retiming Program (RTSRP)
- Truck Lane Restrictions
- Traffic Management Centers
- Special Events Management
- Vehicle Detection Technology
- 511DFW Traveler Information System
Traffic Incident Management
(Mobility Assistance Patrol, Emergency Responder Training)
Construction Management and Coordination

Regional Construction Coordinator

Coordinate On-System and Off-System Construction
Monitor TIP/MTP Construction Initiatives
Establish Regional Coordination Working Group
Integrate Construction Info into 511DFW System
Develop Construction Performance Measures and Targets
Coordinate with Emergency Responders
Asset Optimization
(Lower-Cost Improvements within Existing ROW – Widened Shoulders, Frontage Roads)
Key Questions for the Next CMP Update

1. Keep or update the CMP Goals and Objectives?
2. Expand or reduce the CMP Performance Measures?
3. Maintain or change the CMP Network?
4. Retain or revise the CMP Scoring Criteria?
5. Keep or replace the CMP Corridor Rankings?
6. Add or reduce the number of CMP Policies?
7. Expand or downsize the number of CMP Strategies?
8. Retain or replace the CMP Corridor Fact Sheets?
Current CMP Work Efforts

* Working with TxDOT Districts to develop a more streamlined CMP Compliance Process for implementing and monitoring CMP strategies
* Data Collection and Analysis (Internal and External Outreach)
* Feedback on Performance Measures and Strategies (Existing and New)
* CMP Network Reevaluation (based on LOS Analysis and MTP Consistency)
* Outreach Efforts (Presentations and Web Page Updates)
Roadway Corridors in 2013 CMP Update

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## CMP Update Schedule

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<tr>
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<th>Event Description</th>
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<tr>
<td>February 2019</td>
<td>STTC Overview Presentation</td>
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<td>March 2019</td>
<td>RTC Overview Presentation</td>
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<td>April 2019</td>
<td>Public Input Meeting</td>
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<td>April-Aug 2019</td>
<td>Committee Outreach (STTC, RSAC, RFAC, PWC)</td>
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<td>May-July 2019</td>
<td>TxDOT and NTTA Outreach</td>
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<td>Sept-Oct 2019</td>
<td>30-Day Public Comment Period and Public Meeting</td>
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<td>October 2019</td>
<td>STTC Workshop – Draft CMP</td>
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<td>November 2019</td>
<td>STTC (Action) – Final CMP</td>
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<td>December 2019</td>
<td>RTC (Action) – Final CMP</td>
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