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-Occupant 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 population 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
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 Question 5. in Project Implementation Form.

STEP 3 (Required with Step 2)
Complete Deficiency Form

Step 3 is required when completing a Fact Sheet (step 2)
**NCTCOG CMP PROJECT IMPLEMENTATION FORM**

Please answer the following questions

<table>
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<tr>
<th>Project Name</th>
<th>TIP Code</th>
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**Completed Project Implementation Form**

- **Submitter Name:**
- **Agency Name:**
- **Agency Address:**
- **Email:**
- **Telephone Number:**
- **Date:**

**1. Project Name and Project Limits**

**2. Does this project add roadway capacity?**
   - "Yes", please proceed to question six. 
   - "No", proceed to question 11 and leave questions 3-10 blank. Submit the form, nothing more is required.

**3. Are complimentary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?**

**4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?**

**5. Are the project limits within a corridor included in the current CMP Corridor Analysis?**

   - *If "yes", please proceed to question six.*
   - *If "no", please evaluate corridor to determine if improvements are needed by completing the CMP Roadway Deficiency Form before proceeding to question six.*

**6. Is the corridor identified as deficient in any category?**
   
   - *If "yes", please proceed to questions seven.*
   - *If "no", please proceed to question 11.*

**7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)**

- **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

STEP 2 (if required)

Complete Corridor Analysis Fact Sheet

- 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**
Examples

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

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

Jeffrey C. Neal
Program Manager
(817) 608-2345
jneal@nctcog.org

Jory Dille
Senior Transportation Planner
(817) 704-5644
jdille@nctcog.org

Nathan Drozd
Transportation Planner III
(817) 704-5635
ndrozd@nctcog.org