

# MOBILITY ANALYTICS SUBCOMMITTEE

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## Congestion Management Process Update

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Mobility Analytics Subcommittee (MAS)

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National Capital Region  
**Transportation Planning Board**

# What is the CMP?

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- **Purpose:** Mandatory process for addressing congestion management for MPOs that serve a Transportation Management Area (Urban area is > 200k people), that is a complementary, informative process to the TIP and MTP.
- **Product Scope:** The principal product of the CMP is the biennial CMP Technical Report. However, the CMP is comprised of additional products that all incorporate the same values/elements:
  - Interactive
  - Intuitive/Usable
  - Accessible to Various Audiences
  - Decision-Focused
  - Story-Driven
  - Integrated
  - Living
  - Reliable and Consistent.



# CMP Products Outline

Product Name	Status
FY 2026 CMP Technical Report (CMPTR)	Will be submitted to the FHWA/FTA before June 30, 2026.
CMP Strategies Series	Will be completed before June 30, 2026, and will be a standalone product as well as embedded in the CMPTR.
Quarterly Congestion Reporting Dashboard	Will be completed before June 30, 2026, and will be a standalone product as well as embedded in the CMPTR.
Quarterly Congestion Reporting Dashboard – Congestion Events (Sub-dashboard)	Will be completed before June 30, 2026, and will be embedded in the Quarterly Congestion Reporting Dashboard.
Quarterly Congestion Reporting Dashboard – Socioeconomic Ramifications (Sub-dashboard)	Expected completion is before July 16, 2026, and will be embedded in the Quarterly Congestion Reporting Dashboard.
2025 Bottleneck Origin-Destination and Economic Impact Analysis	Will be completed before June 30, 2026, and will be a standalone product as well as embedded in the CMPTR.



# What is the CMP's Overlap with MAP?



I-95 North in Fairfax County, VA (DiscoA340/Wikimedia Commons)

- Metrics
- Product integration
- Values
- The CMP informs a significant amount of congestion and reliability information. However, it lacks information concerning the safety, economic, environmental, and infrastructural externalities/ramifications that congestion indirectly/directly contributes towards. This is where the MAP comes in to fill in the remaining “story” of the NCR’s multimodal transportation network.



# Areas that a CMP does NOT Overlap with the MAP



I-270 and I-495 Split (MDOT/Flickr)

- CMP's focus is narrow and deep; MAP is wide and shallow
- CMP is federally required; MAP is not
- CMP has a narrower modal scope with SOV travel being the dominant focus; MAP is an inherently multimodal program



# Next Steps



Evening congestion in DC (bobosh\_t/Flickr)

- Submit the CMPTR to FHWA/FTA on June 29, 2026, via transmittal letter with embedded link to the report.
- Publish the CMPTR on the TPB Resources and Applications Page (TRAP) and on the Congestion Management webpage on the TPB website.
- Publish the CMPTR's Technical Appendix, Strategies Series, and Quarterly Reporting Dashboard in the TRAP and on the TPB website.



# Questions and Discussion



Congestion at night in Arlington, VA (Yoichi Okamoto/Environmental Protection Agency)



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