

**ITEM 10- INFORMATION**  
**May 20, 2026**

FY 2026 CMP Technical Report

**Background:** The board will be briefed on the FY 2026 CMP Technical Report, a featured product of TPB's enhanced Congestion Management Process (CMP). Major findings, comprehensive CMP program enhancements, and an abridged demonstration of the Technical Report will be presented to the board.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Ian Newman, TPB Program Manager  
**SUBJECT:** FY 2026 CMP Technical Report  
**DATE:** May 14, 2026

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## **BACKGROUND**

This memorandum provides an update on the FY 2026 Congestion Management Process (CMP) Technical Report. A CMP is a federally required, ongoing process in which MPOs considered to be in Transportation Management Areas (TMAs) must perform in compliance with Federal Highway Administration (FHWA) code.<sup>1</sup> TMAs are areas designated by both the Federal Transit Administration (FTA) and FHWA whose urbanized area population exceeds 200,000. The CMP is designed to serve as an informational process to MPOs' Metropolitan Transportation Plans (MTPs) and the Transportation Improvement Programs (TIPs).

The TPB approves the CMP by means of its approval of the MTP; the CMP is a wholly integrated component within Visualize 2050. FHWA code instructs that the "The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system... through the use of travel demand reduction...job access projects, and operational management strategies."<sup>1</sup> The management and updating of congestion data, and the tracking of strategies and activities to help mitigate the effects of congestion undertaken by the TPB and its partners, which help inform the TIP and MTP, have traditionally been the two components that comprise the CMP Technical Reports.

Guidance for the development of the TPB's CMP is housed under the responsibility of the TPB Technical Committee, and as of December, 2025, the Mobility Analytics Subcommittee (MAS). In 2025, TPB staff implemented enhancements to revitalize the CMP around a set of identified values, especially concentrating on the CMP Technical Report.

## **CMP TECHNICAL REPORT MAKING PROCESS**

TPB staff held three meetings in the late Summer of 2025 with the staff from the Mid-America Regional Council (MARC), the Delaware Valley Regional Planning Commission (DVRPC), and the Houston-Galveston Area Council (H-GAC). These three MPOs were identified as having exemplary

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. (n.d.). 23 C.F.R. § 450.322—Congestion management process. Electronic Code of Federal Regulations. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.322>

CMP reports, in terms of how data is presented, and agreed to meet to share their ideas, and experiences in developing their CMP reports. These meetings helped orient TPB staff on the feasibility of creating a revamped CMP Technical Report using an ArcGIS Story Map format and anchored around eight values TPB staff wished to ground the CMP with. These values include:

1. Interactivity
2. Usability/Intuitiveness
3. Accessibility (to various audiences)
4. Decision-Focused
5. Story-Driven
6. Integrated (with other TPB products)
7. Continuously Updated
8. Reliability and Consistency

TPB staff has presented working drafts of the CMP Technical Report to the FHWA, the Mobility Analytics Subcommittee, the TPB Technical Committee, and the TPB Community Advisory Committee. Staff will present the CMP Technical Report to the TPB at its May meeting.

## MAJOR FINDINGS FROM THE CMP TECHNICAL REPORT

TPB staff identified nine key takeaways from producing this biennial CMP Technical Report. As this is a living document, that will be continuously updated as opposed to being updated in two years, key findings may shift. Nevertheless, these takeaways include:

1. 20-25% of congestion can be attributed to recurring congestion, alone
2. Non-recurring signal issues and (safety) incidents are the greatest non-recurring congestion contributors across the TPB-Congestion Management Network (CMN)<sup>2</sup> and interstates-only, respectively
3. The day/time period that was observed to be the least reliable across the week was Weekdays - PM Peaks (3 - 7 P.M.)
4. There is a moderate-to-high travel time variability across the TPB Region's CMN, with an average Buffer Index of 0.67
5. Reliability, on average, is greater on interstates than the CMN as a whole (which incorporates the US Routes, State Routes, Turnpikes, Parkways, and Expressways within the TPB Region).
6. The Washington—Arlington, DC-VA-MD urbanized area peak-hour excessive delay per capita is similar to Atlanta, GA's urban area, is lower than Seattle—Tacoma, WA's urban area, and higher than Philadelphia, DE, MD, NJ, PA's urban area
7. Across the metrics found throughout the categories of Travel Time Reliability, Congestion Intensity, and System Usage, there was a relatively consistent trend of stability pre-COVID, followed by a sharp 2020 drop across these metrics, and the metrics' values have rebounded to near pre-pandemic levels through 2025
8. Many of the same bottlenecks continue to be found in the top-10 by vehicle hours of delay, year over year, though some have been able to be removed in this top-10 list.

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<sup>2</sup> The TPB-Congestion Management Network is comprised of the interstates, US routes, state routes, turnpikes, parkways and expressways within the TPB Region

9. There was an identification of four goals, found within the TPB Policy Framework, each with priority strategies and targeted actions found to address congestion management, incorporated into the CMP

## **ADDITIONAL COMPONENTS OF THE REGION'S CMP**

The CMP is composed of a suite of analytical tools to delve into the granularity of congestion-focused topics. These products, outside of the Technical Report, serve as complements to the Technical Report and are designed for users to gain more in-depth knowledge and detail around a certain topic within the CMP, and are linked within the CMP Technical Report. Currently, the products outside of the Technical Report are either in completed draft or in product development. The components of the region's CMP are:

1. Biennial CMP Technical Reports, including the FY 2026 CMP Technical Report
2. The National Capital Region Quarterly Congestion Reporting Dashboard
3. The Strategies of Combatting Congestion in the TPB Region Series
4. The 2025 Bottleneck Origin-Destination and Economic Impact Analysis
5. The Mobility Analytics Program (MAP)
6. The CMP/Performance-Based Planning and Programming Integrated Dashboard

## **LINK TO THE TPB FY2026 CMP TECHNICAL REPORT**

A link to view and interact with the Story Map will be accessible through COG's website after it is shared with TPB's federal partners in June.

## **NEXT STEPS**

**May 2026:** TPB staff present to the TPB.

**June 2026:** TPB staff share with the FTA and FHWA.

**July 2026 – Onwards:** TPB staff continuously update data, discussion, implications, strategies, and more in accordance with this product being a living document.