



# TPB'S FY2026 CONGESTION MANAGEMENT PROCESS (CMP) TECHNICAL REPORT

## From a Static Report to an Interactive Decision Tool

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# What is the CMP?



Washington Monument with traffic | COG/iStock

- Mandatory Process for Addressing Congestion Management
- Federally Regulated by the FHWA – Eight (8) Stipulations
  - FHWA Code §450.322
- Complementary, Informative Process to the TIP and MTP



# The CMP Technical Report



Tysons evening in front of Tysons metro | Joel D Gray/[Wikimedia Commons](#)

- Tool for High-Medium Level TPB Region Congestion Storytelling
- Explanation of Compliance
- Visualizations and Analyses of (Federally Required and Other) Congestion Metrics' Data
- Discussion of Policy-Level Strategies and Targeted Actions
- Home for Other CMP, and Travel Monitoring Products



# Refreshing the CMP Technical Report

- Opportunity to enhance the approach to and format for the CMP Technical Report:
  - Static 250+ Page PDF
  - Difficult to Interpret
  - Limited Engagement
  - Uneven
  - Separated/Siloed



Evening congestion in Washington, DC | bobosh\_t/Flickr



# The Vision for Enhancing the CMP's Products

- Interactive
- Intuitive/Usable
- Accessible to Various Audiences
- Decision-Focused
- Story-Driven
- Integrated
- Living
- Reliable + Consistent



Congestion at night in Arlington, VA | Yoichi Okamoto/[Environmental Protection Agency](#)



# Steps Taken

1. Identified Nationally Exemplary CMP Reports
2. Met with Three Peer MPOs and the FHWA
3. Built the Minimally Viable Product
4. Presented to the FHWA, RITIS User Group, & the Mobility Analytics Subcommittee
5. Continued Refinement



I-395 congestion in Washington, DC | International Monetary Fund/Flickr



# What the TPB Built

- ArcGIS Story Map
- High-to-medium-level story and discussion of congestion in the TPB Region
- New methodologies and terminology
- Links to further documentation of in-depth analysis of discussed topics
- Interactive data visualizations including:
  - Four Power BI embedded interactive dashboards
  - Interactive geospatial visualizations
- Five additional CMP product opportunities



View east of I-66 | Famartin/[Wikimedia Commons](#)





American Legion Bridge | VDOT/Flickr

# Short Demonstration of the CMP Technical Report



# Key Takeaways (Part 1)

- 20% – 25% of congestion in the TPB Region can be attributed to recurring causes, alone
- Non-recurring signal issues and incidents are the greatest non-recurring congestion contributors across the CMN and interstates-only
- Weekdays - PM Peak (3 - 7 PM) is generally less reliable than Weekdays - AM Peak (6 - 10 AM)
- There is a moderate-to-high travel time variability across the TPB Region's highways (average Buffer Index = 0.67)



I-270 and I-495 split | MDOT/Flickr



# Key Takeaways (Part 2)



Evening congestion - Arlington Memorial Bridge  
Yoichi Okamoto/US NARA

- Reliability, on average, is greater on interstates than the CMN (incorporating all other highways in the region)
- The TPB Region's peak-hour excessive delay per capita is similar to Seattle's, lower than Atlanta's, and higher than Philadelphia's
- Stable pre-COVID → sharp 2020 drop → metrics rebounding to near pre-pandemic levels
- 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 removed from this list
- Identification of six policy-level strategies that organize 25 targeted actions to address congestion



# Next Steps

- Continuous Building of the CMPTR, and the CMP complementary products:
  - Bottleneck O-D and Economic Impact Analysis
  - Quarterly Congestion Reports
  - Mobility Analytics Program (MAP)
  - Congestion Strategies Series
  - CMP/PBPP Reporting Dashboard
- TPB May Meeting
- Submittal to the FHWA & FTA in June 2026



VA-267 overlooking the WMATA Silver Line | Famartin/Wikimedia Commons



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