

Congestion Management Process (CMP)

FAQ

Frequently Asked Questions

What is a Congestion Management Process (CMP)?

A Congestion Management Process is a systematic, continuous regional planning process used to monitor trends in congestion-focused data, discuss strategies that are in place to mitigate congestion, and evaluate the numerous contributing causes of congestion. Metropolitan Planning Organizations (MPOs) which have planning areas that encompass an Urbanized Area with a population of more than 200,000 people, known as Transportation Management Areas (TMAs) are required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to implement and conduct a CMP. At the Transportation Planning Board, the CMP is a stand-alone program as well as a program that is incorporated into the development of an MPO's Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

What parts of the transportation network does the National Capital Region Transportation Planning Board's (TPB) CMP cover?

The TPB's CMP incorporates analyses of the National Capital Region's (NCR) comprehensive roadway network. It also delves deeper into certain groupings and individual roadway classifications within the comprehensive network. This includes, (1) the National Highway System (NHS) facilities within the NCR, (2) NHS facilities with the exception of interstates, (3) the TPB's Congestion Management Network (TPB-CMN) which includes interstates, US routes, state routes, turnpikes, parkways, and expressways, and (4) state Department of Transportation (DOT) twelve functional classification of roadways combined into one group, and (5) NHS interstates, only.



National Capital Region
Transportation Planning Board



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Who is the intended audience of the CMP?

The CMP is designed to be used by a wide audience who have various levels of understanding of, and/or experience with, transportation and congestion-focused data, including those who have just begun their journey in transportation planning or engineering, to those with a great amount of knowledge of congestion management, and everyone in between. With a wider audience for the CMP, there are multiple use cases for the information that a CMP houses, such as:

- » Helping to inform studies related to regional transportation trends in congestion intensity, system usage, and reliability.
- » Helping to shape analyses and discussions centered around economic development, housing, freight, and environmental considerations.
- » Serving as a reference for what strategies, project investments, and targeted actions to enact by local jurisdictions as well as state DOTs to help mitigate congestion.
- » Understanding congestion-focused metrics and how they're used to assess a region's performance over the course of years and day/time periods within performance areas such as system usage, congestion intensity, and travel time reliability.

How often is the CMP updated?

CMP data reporting is updated continuously. The ***TPB CMP Technical Report*** is officially updated on a biennial cycle; however, much of the content found in the Technical Report is placed in the CMP Living Performance Tracker product, as strategies, data, and narrative are continuously updated. The official CMP updating schedule is typically aligned with federal planning cycles coordinated with long range transportation plan/metropolitan transportation plan updates, which occur at least every four years in our region. As part of the CMP, the TPB has also developed quarterly congestion reporting dashboards, housed in the main dashboard entitled the ***TPB Quarterly Congestion Reporting Dashboard*** which, as its name suggests, is updated on a quarterly basis.



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What is the geographic scale of the National Capital Region (NCR)?

The National Capital Region (NCR) is comprised of the District of Columbia, the suburban Maryland jurisdictions of Charles County, Frederick County, Montgomery County, Prince George's County and eight municipalities distinct from the county governments that also represent unincorporated areas, which hold direct TPB membership in Maryland. These include the City of Bowie, City of College Park, City of Frederick, City of Gaithersburg, City of Greenbelt, City of Laurel, City of Rockville, and the City of Takoma Park. The NCR also includes the Northern Virginia jurisdictions of Arlington County, Fairfax County, Loudoun County, Prince William County, the City of Alexandria, City of Fairfax, City of Falls Church, City of Manassas, and the City of Manassas Park.

Is there a committee or group that helps advise the development of the CMP?

The TPB's CMP development is guided by the TPB Technical Committee's **Mobility Analytics Subcommittee (MAS)** established in December 2025, which meets quarterly to discuss the development of travel monitoring products and programs at the TPB. This group is comprised of 24 members from DC, Maryland, and Virginia jurisdictions as well as members from regional transit and transportation coordinating agencies that comprise the TPB Technical Committee.

Are there other products besides the CMP Technical Report and the CMP Living Performance Tracker?

Yes. Accompanying the biennial CMP Technical Report and the CMP Living Performance Tracker, the CMP is composed of:

- » The **TPB Quarterly Congestion Reporting Dashboard**, along with sub-dashboards that include one on **congestion events** that drive/reduce congestion, and one (currently under development) on the socioeconomic considerations on congestion's effects.
- » The **TPB Bottleneck Origin-Destination and Economic Impact Analysis**
- » The **Congestion Strategies Series**
- » The Mobility Analytics Program (MAP)



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Am I able to dive deeper into a particular topic on congestion if I find the CMPTR to be too high-level?

Yes. The TPB's Congestion Management webpage at mwcog.org, and the ***CMP Technical Report's publication page*** includes a ***technical report appendix*** to the CMP Technical Report which includes multiple readings that dive into a more granular level of detail concerning a sub-topic in congestion for more in-depth reading. In addition, please visit the CMP strategies series for in-depth material on the strategies throughout the NCR on managing congestion, and please visit the additional CMP suite product tools to delve deeper into a particular congestion subject matter area.

Why should I care about congestion on the roadways?

Congestion is a significant burden on both individual quality of life and the regional economy. Over the course of a year, people and goods lose substantial time to slow or stopped traffic—time that could be spent more productively. Yet congestion is also a signal that a region is thriving: people are commuting to jobs, businesses are attracting customers, and development is generating activity. It is, in other words, a complex and nuanced challenge—one that is especially pronounced in dynamic metropolitan areas like the National Capital Region. Understanding both its costs and its indicators of vitality is essential to addressing it effectively.

Where can I learn more or find the latest CMP data products and reports?

The most current CMP documents, performance reports, and network maps are available on this website and the ***publications page for the CMP Technical Report***. For questions concerning the CMP, please contact Ian Newman, TPB Program Manager – Travel Monitoring and Planning Assistance at inewman@mwcog.org.