

TPB'S CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

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Community Advisory Committee
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Introduction

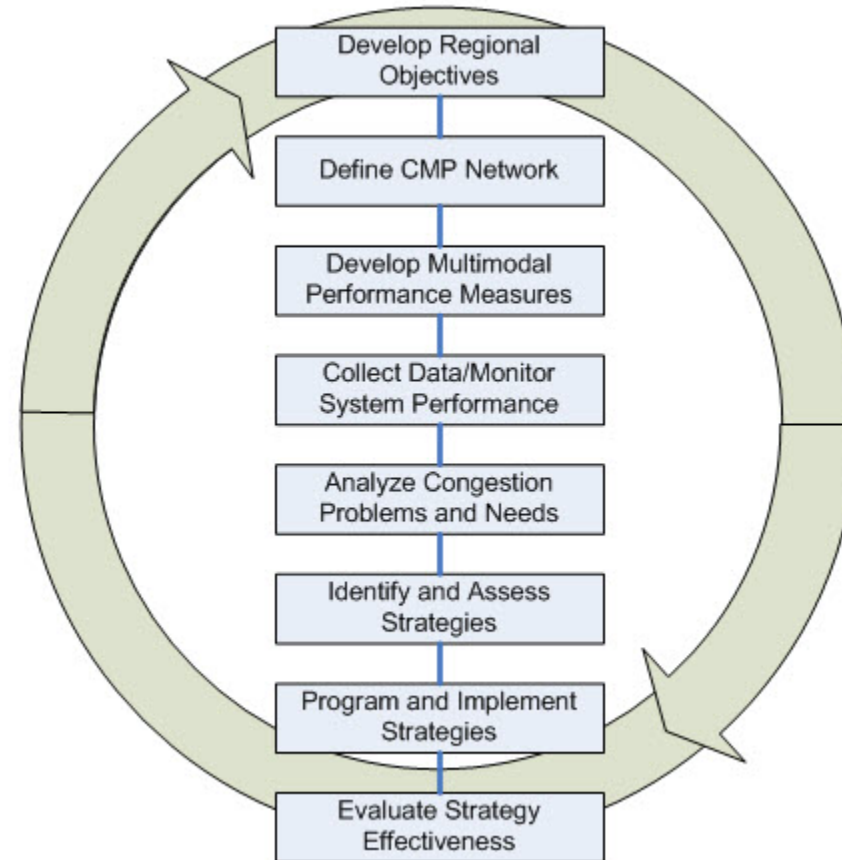
- A Congestion Management Process (CMP) is a federally mandated element of metropolitan transportation planning
 - Many generations of federal regulations for metropolitan planning (including IIJA/BLA) have included a CMP requirement
 - The CMP Technical Report is a supporting document for the National Capital Region Transportation Plan (Visualize 2050)
 - Developed biennially since 2008
- The TPB Technical Committee (the CMP's official oversight committee) accepted the 2024 CMP Technical Report as final at their November 1, 2024 meeting



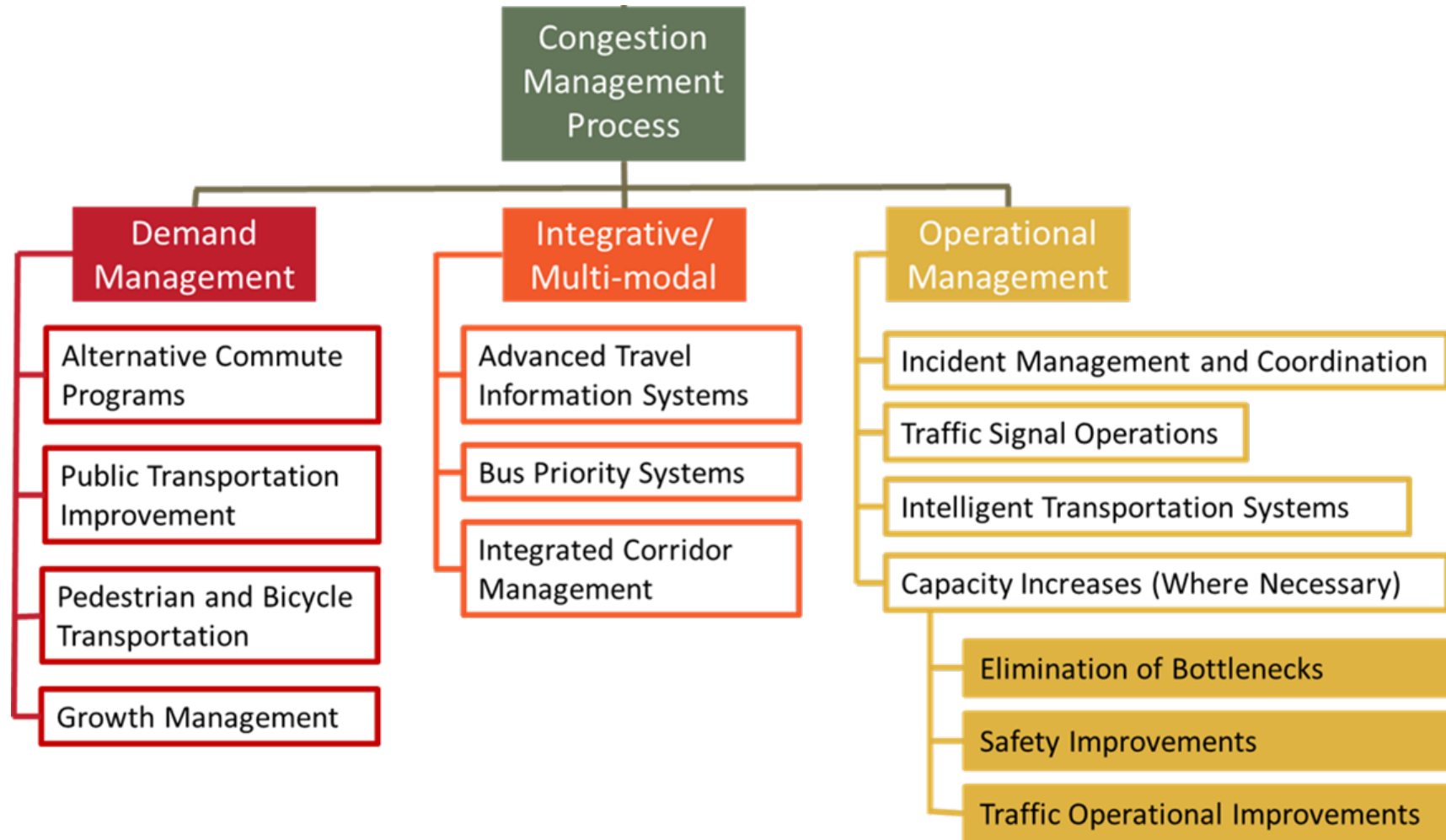
What Is A CMP?

The transportation planning process in a Transportation Management Area (TMA) shall **address congestion management through a process** that provides for safe and effective integrated management and operation of the multimodal transportation system. This can be achieved **through travel demand reduction, enhanced job accessibility projects, and operational management strategies.**

- Federal Register Vol. 81, No.103, pp.34152, May 27, 2016.



Congestion Management Strategies in The Report



Components of the Region's CMP

- Visualize 2045 comprises the official regional CMP
 - TPB ensures that the plan includes alternatives to SOVs (single occupancy vehicles)
 - The CMP informs the project selection process for the plan and TIP (transportation improvement plan)
- Agencies indicate how projects address congestion management when they are submitted for the plan and TIP
- National Capital Region Congestion Reports (NCRCR) (quarterly dashboard)
- Biennial CMP Technical Reports
 - The 2024 CMP Technical Report will inform Visualize 2050 development
- Special studies as needed



The CMP Technical Report (Biennial)

Accessible from: <https://www.mwcog.org/documents/2024/11/19/congestion-management-process-cmp-technical-report-congestion-congestion-management-process/>

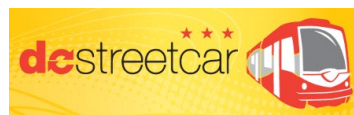
The **Report** serves as a background document to the National Capital Region Transportation Plan's CMP, providing detailed information on data, strategies, and regional programs involved in congestion management:

Compiles information from a wide range of metropolitan transportation planning activities

Provides some additional CMP-specific analyses, particularly Vehicle Probe Project data-based analyses



Selected Congestion Management Strategies



Contents – Congestion Summaries

- Executive Summary
- Chapter 1 – Introduction
- Chapter 2 – State of Congestion
 - Regional Travel Trends
 - Congestion on Highways; Transit Systems
 - National Comparison of the Washington Region's Congestion
 - Performance Analysis of Visualize 2045



Contents – Strategies and Outcomes

- Chapter 3 – Consideration/Implementation of Strategies
 - Demand Management Strategies (esp. Commuter Connections)
 - Operational Management and Integrative/Multi-Modal Strategies
- Chapter 4 – Studies of Congestion Management Strategies
- Chapter 5 – How Results of the CMP Are Integrated into the National Capital Region Transportation Plan
- Chapter 6 – Conclusions
 - Key Findings of the 2024 CMP Technical Report
 - Recommendations
- Appendices



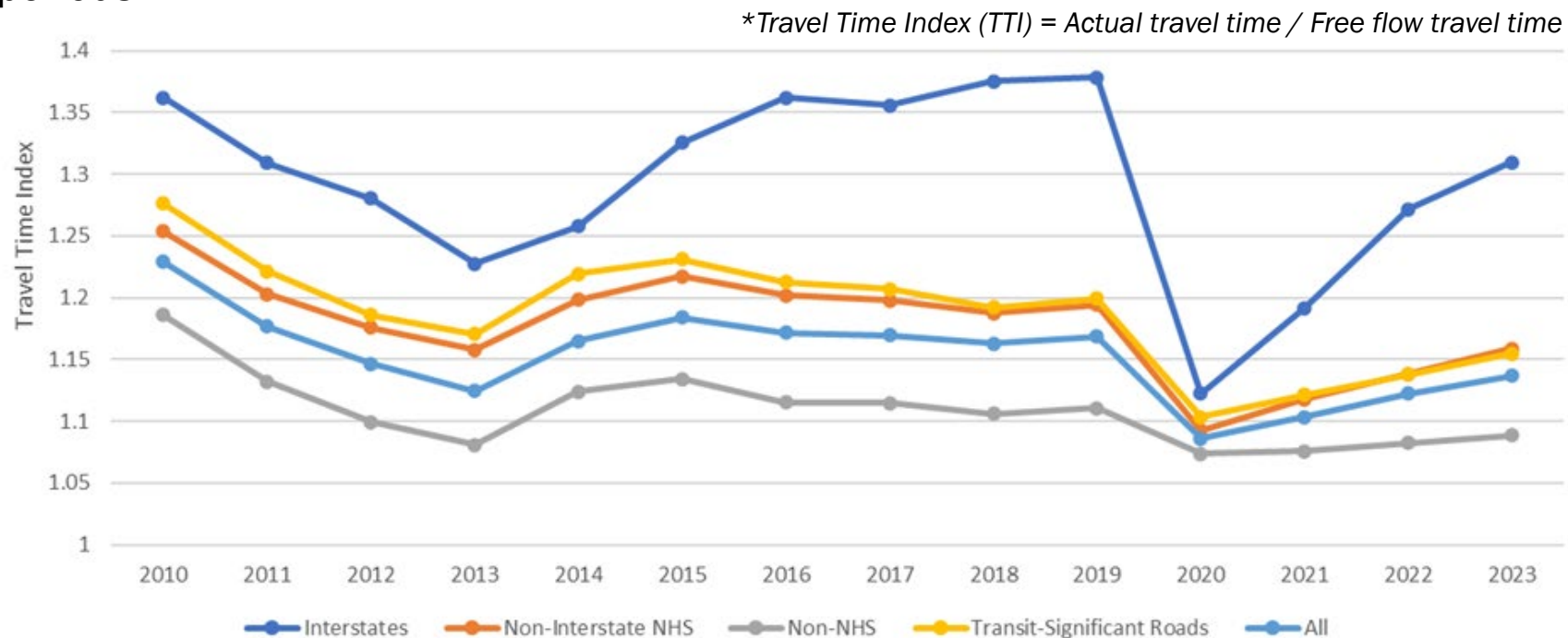
Highlights of The Report

- § 2.2.1 The Eastern Transportation Coalition Vehicle Probe Project Traffic Monitoring
- § 2.2.1.6 Top Bottlenecks
- § 2.5 National Comparison of the Washington Region's Congestion
- Appendix A – 2023 Peak Hour TTI for the Region and Sub-regions
- Appendix B – 2023 Peak Hour PTI for the Region and Sub-regions
- Appendix C – 2010 and 2021-2023 Travel Times along Major Freeway Commute Corridors
- Appendix D – Peak Hours Travel Time over Years on Major Freeway Commute Corridors



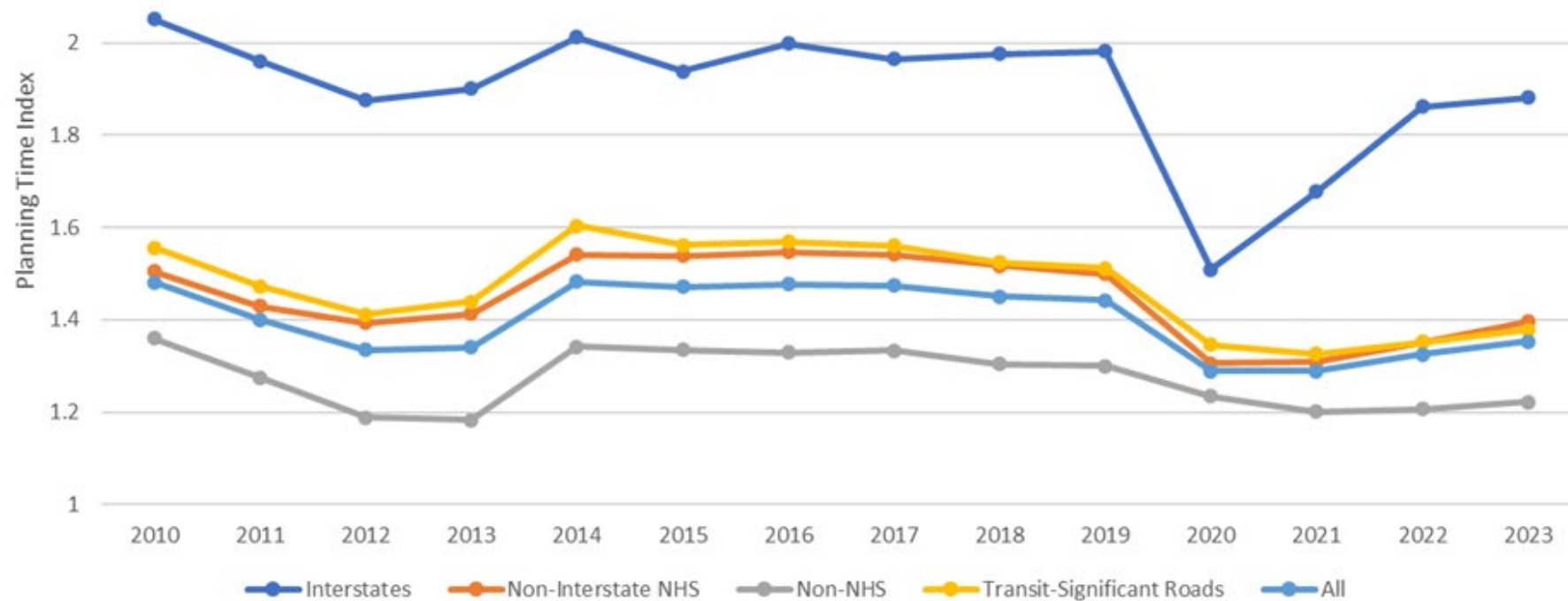
Peak Period Congestion (AM and PM Peak)

- Measured by Travel Time Index (TTI)*
- TTI has been steadily climbing since 2020, indicating a return to pre-pandemic traffic levels. While this trend highlights the recovery of travel demand, it also presents a challenge in terms of congestion. Strategies to manage traffic flow and improve travel efficiency therefore remain critical, especially at peak periods.



Peak Period Travel Time Reliability (AM and PM Peak)

- Measured by Planning Time Index (PTI)*
- The PTI for interstates has been increasing more rapidly than the other classifications of roadways in the three years following the pandemic in 2020. This trend is observed for both AM and PM peak periods. The PTI for interstates increased by approximately 23% from 2020 to 2023 during AM peak periods, and by approximately 27% during PM peak periods.

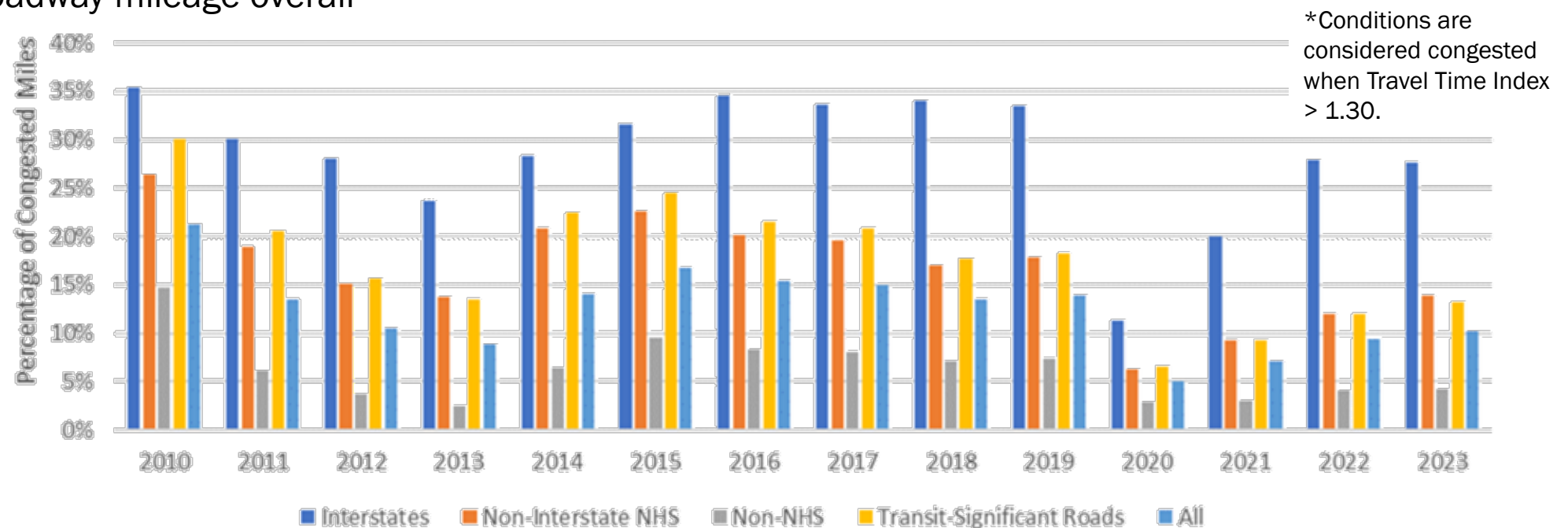


*Planning Time Index (PTI) = 95th percentile travel time / Free flow travel time



Percent of Congested Miles by Highway Category

- To capture the spatial extent of congestion*
- Despite the temporary drop in 2020 due to the pandemic, the long-term trend shows a general increase in the percentage of congested miles, particularly on interstates
- In 2023 regionally, approximately 27% of interstate mileage was congested, versus about 10% of roadway mileage overall



CMP Program Enhancements

- The Planning Data and Research Team is currently developing an enhanced travel monitoring/travel trends analysis program
 - Consolidating myriad travel trends data products into a more readily-accessible platform with user-friendly tools and visualizations
 - Traditional travel count/monitoring studies
 - Big Data products
- Data collected for the CMP Program will be integrated into this larger program



CMP Program Enhancements (continued)

- CMP Technical Report will be provided as an online resource and feature more interactive data analysis/visualization tools
- Quarterly updates will be provided online
- Underlying CMP data that feed the CMP Technical Report and other report products will be refreshed more frequently and accessible through online tools
- As part of the CMP Program enhancements, staff will review and make appropriate recommendations on new products, workflows, and program coordination protocols
- The next CMP Technical Report will be prepared during FY 2026 (format TBD)



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