

**CMP-Related Explanations
Excerpted from the New Draft
Federal Planning Regulations**

MOITS Technical Subcommittee

June 10, 2014

Item #6

Potential Use of CMP to Support New Performance-Based Planning Requirements

- When developing and implementing a congestion management process, MPOs *may use the process to support the performance-based approach* to transportation decisionmaking. *[Emphasis added.]*
- Specifically, the congestion management process may
 - support the *performance-based approach* to metropolitan transportation planning in this part,
 - support applicable *performance measures* established under section 23 U.S.C. 150(c), and also
 - support applicable *national goals* described in section 23 U.S.C. 150(b) and in 49 U.S.C. 5301.

Changes to Multimodal Aspects of CMP

- Existing § 450.320(b) would be revised and split into § 450.322(b) and (c).
- Proposed § 450.322(c) would add “and improve efficient ***service integration within and across modes***, including highway, transit, passenger and freight rail operations, and nonmotorized transport” to the list of strategies to manage demand and improve operations.
- This added provision would encourage States, MPOs, and operators of public transportation to develop ***multimodal strategies*** to manage demand and improve operations.

CMP Consultation with Providers of Public Transportation

- Existing § 450.320(c) would become § 450.322(d) and be revised as follows.
 - Paragraph (d)(1) would be revised to add “***underlying***” before “causes of recurring and non-recurring congestion” to provide clarity with no change in meaning.
 - Paragraph (d)(2) would be revised to add “including providers of public transportation.”
 - This revision would emphasize that States and MPOs need to ***consult with local officials and operators of major modes of transportation***, including providers of public transportation as they define levels of acceptable system performance as part of the congestion management process.
 - This change closely tracks MAP-21’s added provision in 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2), which requires ***representation of providers of public transportation on MPOs***.