

ITEM 9 – Information
May 17, 2023

Congestion Management Process Update

Background:

Staff will review recent Congestion Management Process (CMP) activities, including the background of the CMP, highlights from the 2022 CMP Technical Report, and a recent twelve-year regional bottlenecks analysis.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese
TPB Program Director, Systems Performance Planning
SUBJECT: Congestion Management Process Update
DATE: May 11, 2023

At the May 17, 2023 Transportation Planning Board meeting, staff is slated to provide a briefing and update on the Congestion Management Process component of our metropolitan transportation planning. This memorandum, with the accompanying presentation slides, provides background information.

BACKGROUND

A Congestion Management Process (CMP) is a federal requirement for large-area metropolitan transportation planning, a requirement sustained by over three decades of federal transportation law and regulations. The TPB approves the National Capital Region's CMP by means of its approval of the region's long-range transportation plans including Visualize 2045 – the CMP is a wholly integrated component within Visualize 2045. Associated additional CMP activities, described below, are undertaken under the oversight of the TPB Technical Committee. Based on recent Technical Committee discussions, and since such a briefing had not been provided recently, it was recommended to present TPB with a briefing and update on the CMP.

WHAT IS A CMP?

Federal law states that the “transportation planning process in a TMA¹ 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.”² As opposed to a plan or program, it is intended to be a process by which MPOs undertake and document analyses of a multi-modal range of congestion management strategies (especially strategies that avoid increasing single-occupant vehicle capacity), as part of putting together metropolitan transportation plans and Transportation Improvement Programs. In a region such as metropolitan Washington where multi-modal approaches to transportation are robust and longstanding, this takes the form of documentation of the many activities that TPB and its partner agencies undertake/implement that contribute to congestion management.

¹ TMAs are Transportation Management Areas are designated by the Federal Transit Administration and the Federal Highway Administration as metropolitan areas whose urbanized population is 200,000 or more.

² Federal Register Vol. 81, No.103, pp.34152, May 27, 2016

COMPONENTS OF THE REGION'S CMP

The components of the region's CMP are:

1. [Visualize 2045](#) comprises the official regional CMP, notably Chapter 8 (Planning for Performance) and Appendix E devoted to CMP documentation. Project-specific congestion management is addressed in the [Technical Inputs Solicitation](#) undertaken during development of Visualize 2045.
2. [National Capital Region Congestion Reports](#) are posted as a quarterly dashboard on the COG/TPB website, looking at quarter-by-quarter vehicle probe data/speed-based information on congestion.
3. Biennial [CMP Technical Reports](#) provide the most detail, as explained below.
4. Special studies are undertaken as needed, such as the bottlenecks analysis described below.

CMP TECHNICAL REPORT

The CMP Technical Report provides technical details, amplifying what is found in Visualize 2045, and documents the CMP in the National Capital Region. It contains recent information on congestion and congestion management strategies on the region's transportation systems. The [2022 CMP Technical Report](#), accepted by the TPB Technical Committee in July 2022, is the most recent. Staff will review highlight findings and recommendations from this report at the May 17 meeting.

TWELVE-YEAR BOTTLENECKS ANALYSIS

As a follow-up to the 2022 CMP Technical Report, staff undertook a twelve-year analysis of roadway bottlenecks in the region, benefiting from the recent availability of a twelve-year data set from the University of Maryland Probe Data Analytics Suite. Staff will review highlight findings from this analysis at the May 17 meeting. The TPB Technical Committee was briefed on this analysis at its December 2022 meeting.

OUTLOOK

The CMP remains a key component of metropolitan transportation planning, advising the development of the Visualize 2045 plan and programmed projects in the Transportation Improvement Program, as well as ongoing activities such as the Commuter Connections and Metropolitan Area Transportation Operations Coordination programs. Importantly, the CMP documents TPB's commitment to multi-modalism and alternatives to single-occupant vehicle travel.