CMP Form and Documentation Overview and Process

CMP Workshop Overview

- Overview of the CMP

- CMP and Documentation
  - Project Implementation Form
  - CMP Corridor Analysis Fact Sheet
  - CMP Roadway Deficiency Form

- Project Examples
  - Adding Capacity
  - New Location

What is a CMP?

CMP = Congestion Management Process

A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs

Benefits of CMP

- Manage travel demands
- Reduce single occupancy vehicle (SOV) travel
- Improve efficiency of transportation system
- Maximize transportation funds
- Justify additional capacity is needed
- Coordinate with regional partners
- Federal requirement

Evolution of the CMP

1991

Congestion Management System (CMS) part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991

1991 to 1998

- Single-Occupant Vehicle analysis required in all NEPA documents that added capacity
- CMS conducted as part of MTP (Long Range Transportation Plan)

1995

Regional CMS developed by NCTCOG

2007

CMP was developed as a separate document

2013

- RTC approved new CMP and reporting requirements
- Update to the 2007 CMP

Federal Requirements

- A CMP is federally required in non-attainment areas and metropolitan areas with populations exceeding 200,000

- Federal requirements state the CMP will be developed and implemented as an integrated part of the metropolitan transportation planning process

References:

- 23 USC 134
- 49 USC 5303
- 23 CFR 450

Federal Requirements

- In non-attainment areas, federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed unless the project is addressed in the regional CMP

- The CMP must provide an analysis of reasonable travel demand reduction and operational management strategies

- If the analysis demonstrates that these strategies cannot fully satisfy the need for additional capacity and additional SOV capacity is warranted, then the CMP must identify strategies to manage the SOV facility safely and effectively, along with other travel demand reduction and operational management strategies appropriate for the corridor

Goals of the Dallas-Fort Worth CMP

- Identify quick-to-implement low-cost strategies and solutions to better operate the transportation system
- More evenly distribute congestion across the entire transportation corridor
- Ensure corridors have options and available alternate routes/modes to relieve congestion during incidents and accidents

CMP Forms and Documentation Process

STEP 1 (Required)

Complete Project Implementation Form

Step 1 is required for all projects

STEP 2 (If required)

Complete Corridor Analysis Fact Sheet

Step 2 is required if the project limits are not within a corridor included in CMP Corridor Analysis

See Question 5 in Project Implementation

STEP 3

(Required with Step 2)

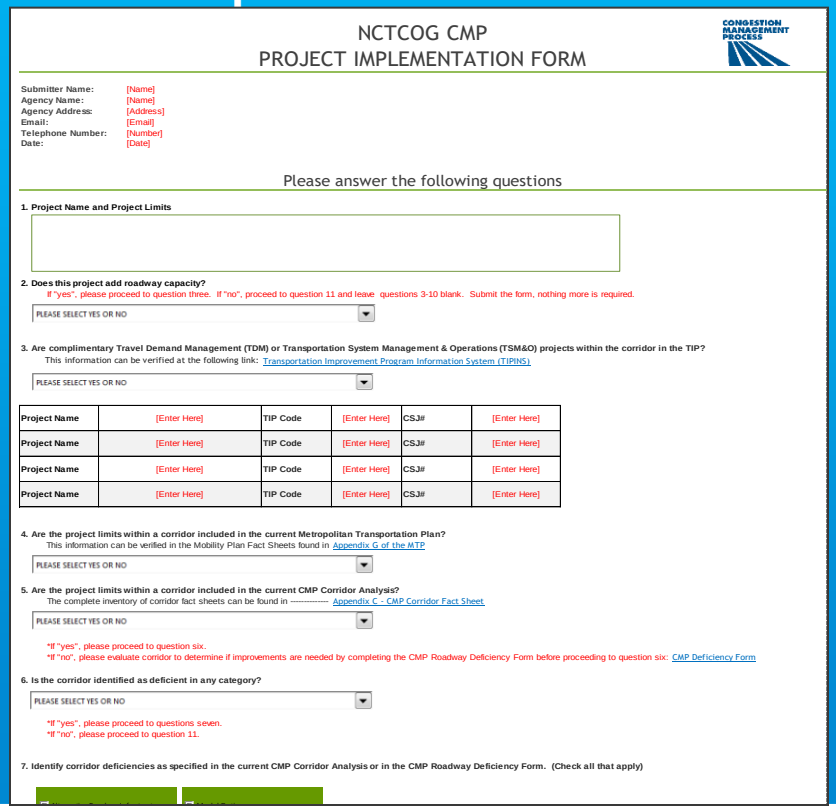
Complete Deficiency Form

Step 3 is required when completing a Fact Sheet (step 2)

CMP Forms and Documentation Process

STEP 1 (Required)

Complete Project Implementation Form



NCTCOG CMP
PROJECT IMPLEMENTATION FORM

CONGESTION MANAGEMENT PROCESS

Submitter Name: [Name]
Agency Name: [Name]
Agency Address: [Address]
Email: [Email]
Telephone Number: [Number]
Date: [Date]

Please answer the following questions

1. Project Name and Project Limits

2. Does this project add roadway capacity?
If "yes", please proceed to question three. If "no", proceed to question 11 and leave questions 3-10 blank. Submit the form, nothing more is required.
PLEASE SELECT YES OR NO

3. Are complimentary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?
This information can be verified at the following link: Transportation Improvement Program Information System (TIPINS)
PLEASE SELECT YES OR NO

Project Name	[Enter Here]	TIP Code	[Enter Here]	CSJ#	[Enter Here]
Project Name	[Enter Here]	TIP Code	[Enter Here]	CSJ#	[Enter Here]
Project Name	[Enter Here]	TIP Code	[Enter Here]	CSJ#	[Enter Here]
Project Name	[Enter Here]	TIP Code	[Enter Here]	CSJ#	[Enter Here]

4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?
This information can be verified in the Mobility Plan Fact Sheets found in Appendix G of the MTP
PLEASE SELECT YES OR NO

5. Are the project limits within a corridor included in the current CMP Corridor Analysis?
The complete inventory of corridor fact sheets can be found in ---------- Appendix C - CMP Corridor Fact Sheet
PLEASE SELECT YES OR NO

*If "yes", please proceed to question six.
*If "no", please evaluate corridor to determine if improvements are needed by completing the CMP Roadway Deficiency Form before proceeding to question six: CMP Deficiency Form

6. Is the corridor identified as deficient in any category?
PLEASE SELECT YES OR NO

*If "yes", please proceed to questions seven.
*If "no", please proceed to question 11.

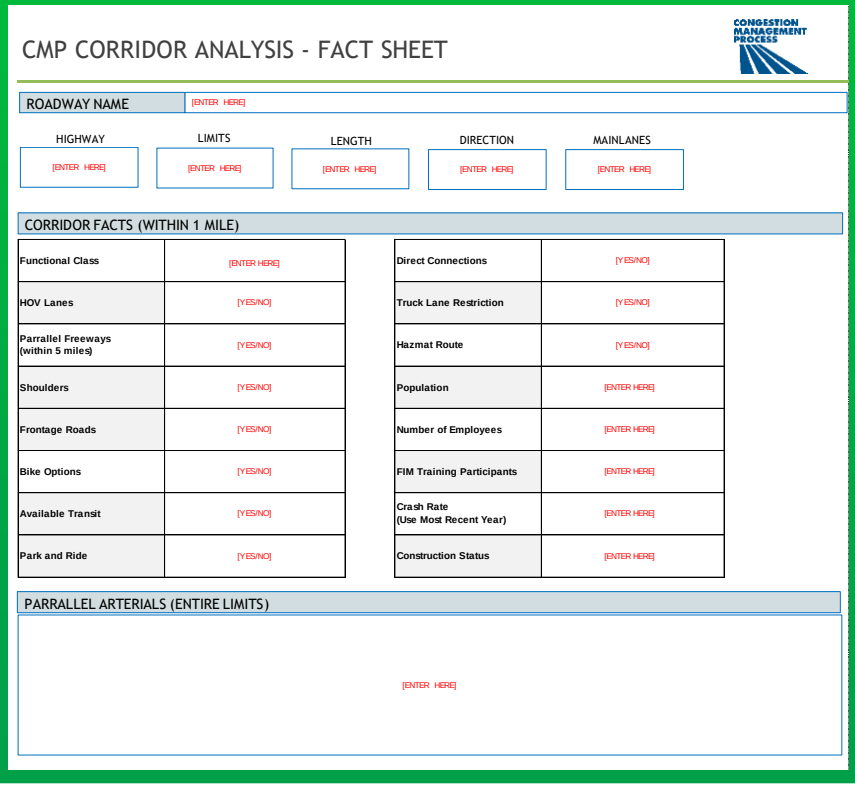
7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)

- Completed Form is Required
- Completion Paths
  - Adds Capacity
  - Does not add Capacity
- Question 5
  - Yes = Do NOT need Deficiency Form or Fact Sheet
  - No = Deficiency Form and Fact Sheet Required

CMP Forms and Documentation Process

STEP 2 (if required)

Complete Corridor Analysis Fact Sheet



CMP CORRIDOR ANALYSIS - FACT SHEET

CONGESTION MANAGEMENT PROCESS

ROADWAY NAME	[ENTER HERE]

HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
[ENTER HERE]	[ENTER HERE]	[ENTER HERE]	[ENTER HERE]	[ENTER HERE]

CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	[ENTER HERE]	Direct Connections	[YES/NO]
HOV Lanes	[YES/NO]	Truck Lane Restriction	[YES/NO]
Parrallel Freeways (within 5 miles)	[YES/NO]	Hazmat Route	[YES/NO]
Shoulders	[YES/NO]	Population	[ENTER HERE]
Frontage Roads	[YES/NO]	Number of Employees	[ENTER HERE]
Bike Options	[YES/NO]	FIM Training Participants	[ENTER HERE]
Available Transit	[YES/NO]	Crash Rate (Use Most Recent Year)	[ENTER HERE]
Park and Ride	[YES/NO]	Construction Status	[ENTER HERE]

PARRALLEL ARTERIALS (ENTIRE LIMITS)

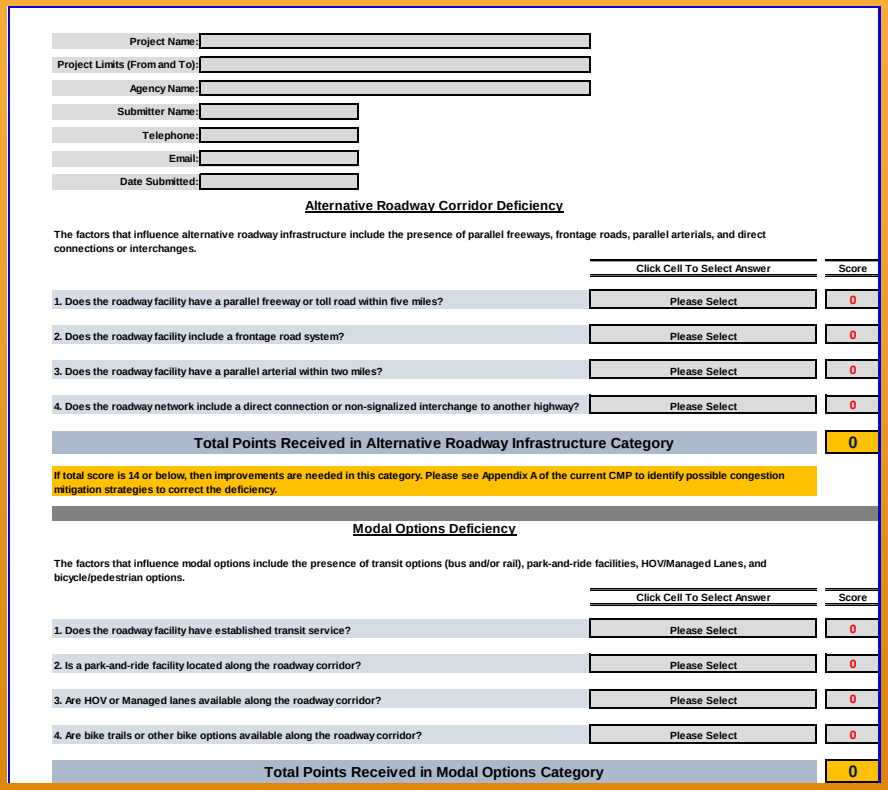
[ENTER HERE]

- Required if the project limits are not within a corridor included in CMP Corridor Analysis
- Input project facts (within 1 mile)
- Information obtained through multiple sources

CMP Forms and Documentation Process

STEP 3 (If required)

Complete Deficiency Form



Project Name:
Project Limits (From and To):
Agency Name:
Submitter Name:
Telephone:
Email:
Date Submitted:

Alternative Roadway Corridor Deficiency

The factors that influence alternative roadway infrastructure include the presence of parallel freeways, frontage roads, parallel arterials, and direct connections or interchanges.

	Click Cell To Select Answer	Score
1. Does the roadway facility have a parallel freeway or toll road within five miles?	Please Select	0
2. Does the roadway facility include a frontage road system?	Please Select	0
3. Does the roadway facility have a parallel arterial within two miles?	Please Select	0
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	Please Select	0
Total Points Received in Alternative Roadway Infrastructure Category		0

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

Modal Options Deficiency

The factors that influence modal options include the presence of transit options (bus and/or rail), park-and-ride facilities, HOV/Managed Lanes, and bicycle/pedestrian options.

	Click Cell To Select Answer	Score
1. Does the roadway facility have established transit service?	Please Select	0
2. Is a park-and-ride facility located along the roadway corridor?	Please Select	0
3. Are HOV or Managed lanes available along the roadway corridor?	Please Select	0
4. Are bike trails or other bike options available along the roadway corridor?	Please Select	0
Total Points Received in Modal Options Category		0

- Required with Step 2: Fact Sheet
- Scores the project based on factors: (infrastructure, modal options, demand, and reliability)
- Information from Fact Sheet will help answer

Examples

- PGBT – Belt Line Rd to SH 183
  - Project **Is** within limits of corridor in CMP Corridor Analysis
  - Existing Corridor

- Collin County Outer Loop – Segment 3a
  - Project is **Not** within limits of corridor in CMP Corridor Analysis
  - New Corridor

Contact Information

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