



CONGESTION
MANAGEMENT
PROCESS

ACOG CMP STEERING COMMITTEE KICKOFF MEETING

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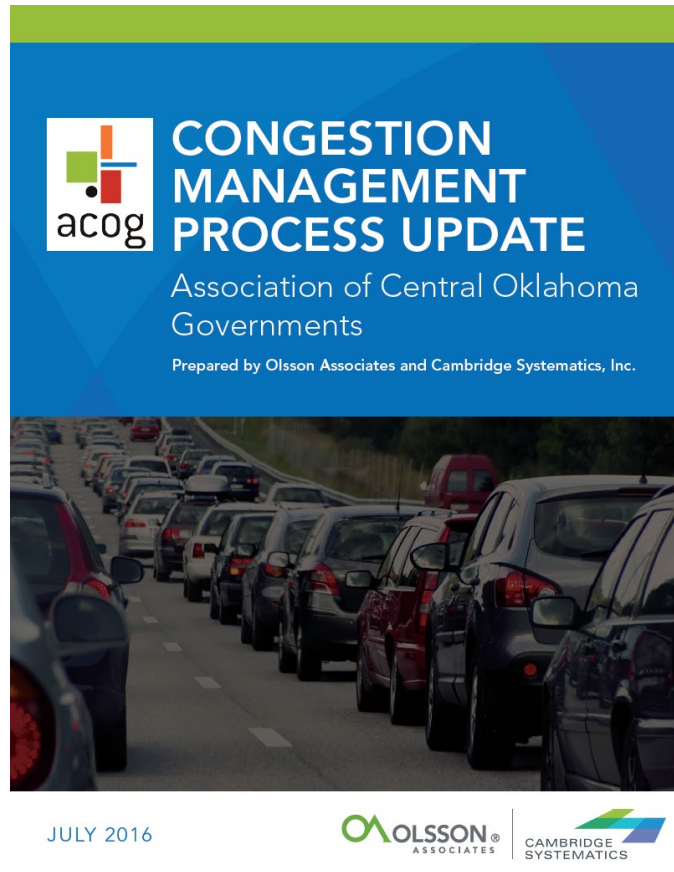
MARCH 13, 2025; 1:00 P.M.



- Welcome and Introductions
- CMP – Project Overview
- Defining Goals/Objectives for the Study
- Key Stakeholders
 - Policy Committee
 - Technical Committee
 - ACOG Staff
 - Federal/State Partners
 - Other
- CMP Tasks
 - Data Collection, Peer Agencies, Mitigation Strategies, Reporting Out
- Schedule
 - Meetings
 - Milestones
- Next Steps
- Discussion



ACOG PREVIOUS PLAN



What is Congestion Management?

Application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.



What is the CMP?

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.



What does it achieve long-term?

The CMP is intended to move systematic congestion management strategies into the funding and implementation stages.



PURPOSE OF THE CMP

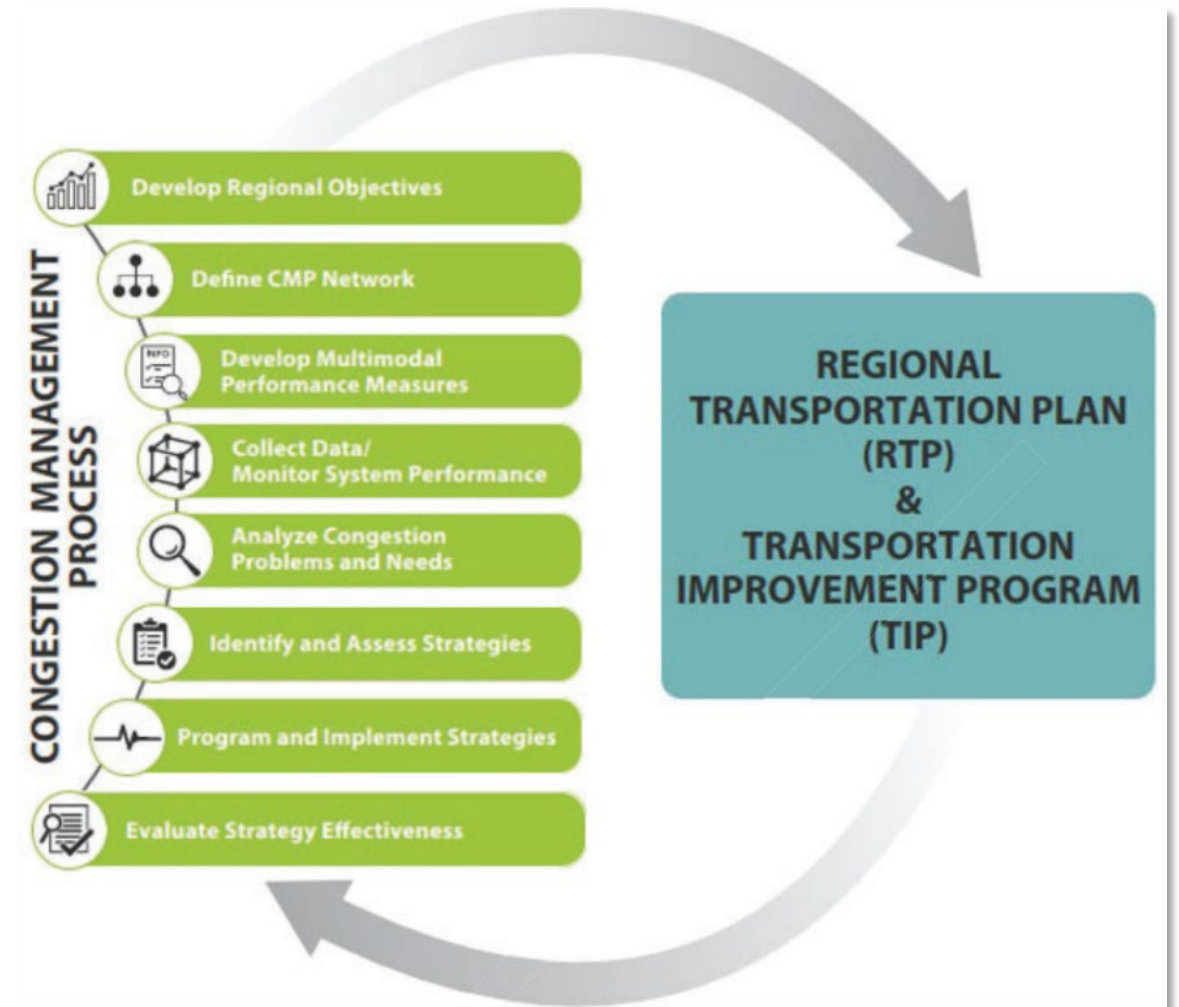
- Develop strategies to manage and reduce congestion throughout the transportation system.

PROCESS

- Develop an ongoing, systematic method of managing congestion that provides information about system performance and potential alternatives to solve congestion-related problems.
- The CMP is an integral part of the ACOG planning process and is an important source of information for project selection in the LRTP and TIP

FEDERAL REQUIREMENTS

- 8-Step Process/Model



CMP GOALS/OBJECTIVES FOR THE PROJECT



- **Purpose** – ACOG is federally mandated to have a CMP. All metro areas with >200k population are required to develop a CMP.
- **Goals** – Evaluate the current CMP and create a cohesive regional strategy to manage congestion. Previous ACOG CMP used 5 National Goals with performance measures.
 1. Safety
 2. Infrastructure Condition
 3. Congestion Reduction
 4. System Reliability
 5. Freight Movement/Economic Vitality

5 National Goals from Previous Plan below.

2016 Congestion Management Process Update

Table 1-1 FAST Act National Goals

FAST Act National Goals Related to Congestion Management	Notice of Proposed Rulemaking Date	Proposed Performance Measures	Target Setting Guidance
Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Final Rule: April 14, 2016 ⁸	5-year rolling average on all public roads: <ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities and non-motorized serious injuries 	MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

CMP GOALS/OBJECTIVES FOR THE PROJECT CONTINUED



5 National Goals from Previous Plan below.

FAST Act National Goals Related to Congestion Management	Notice of Proposed Rulemaking Date	Proposed Performance Measures	Target Setting Guidance
Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	NPRM January 5, 2015 Comment period closed April 6, 2015 ¹⁰	Percent of Interstate pavement in good, fair, and poor condition based on the International Roughness Index (IRI)	State DOTs to establish 2- and 4-year targets for a 4-year performance period for the condition of highway and bridge infrastructure. First targets to be established 1 year after the effective date of this rule. The MPO could either support the State DOT target or set a numerical target specific to the MPO planning area, within 180 days following the establishment of the State DOT's target ¹¹ .
		Percent of non-Interstate NHS pavement in good, fair, and poor condition based on IRI Pavement Structural Health Index Percent of deck area on structurally deficient bridges NHS bridges in good, fair, and poor condition based on deck area	
Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	NPRM April 22, 2016 Comment period closes August 20, 2016 ¹²	Annual hours of excessive delay per capita	Threshold: A travel time segment is considered to have excessive delay if the travel speed is equal to or slower than the following: <ul style="list-style-type: none"> • 35 mph for Interstates, freeways, or expressways • 15 mph for principal arterials and all other NHS roads

FAST Act National Goals Related to Congestion Management	Notice of Proposed Rulemaking Date	Proposed Performance Measures	Target Setting Guidance
			2-year target would not need to be established in the initial Baseline Performance Period Report. ¹³
System Reliability - To improve the efficiency of the surface transportation system	NPRM April 22, 2016 Comment period closes August 20, 2016 ¹¹	Percent of the Interstate System and non-Interstate NHS providing for reliable travel times Percent of the Interstate System and non-Interstate NHS where peak hour travel times meet expectations	TBD – Measure calculation: The Percent of the Interstate System and non-Interstate NHS providing for Reliable Travel Times and the Percent of the Interstate System and non-Interstate NHS where Peak Hour Travel Times meet expectations would be computed to the nearest tenth of a percent using the following formula: $100 \times \frac{\sum_{i=1}^R SL_i}{\sum_{i=1}^T SL_i}$
Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and	NPRM April 22, 2016 Comment period closes August 20, 2016 ¹¹	Percent of the Interstate System mileage providing for reliable truck travel times Percent of the Interstate System mileage uncongested	TBD – Measure calculation: The Percent of the Interstate providing for Reliable Truck Travel Times would be computed for the Interstate System to the nearest tenth of a percent using the following formula:

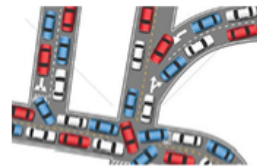


OBJECTIVES

- Conduct evaluation of ACOG peer communities, CMP best practices, particularly to identify recommendations to improve accounting for induced demand.
- Develop a regional strategy to manage congestion.

Broad Considerations for New CMP Objectives

Minimizing / Managing Traffic Congestion



Mobility and Accessibility



Reliability



Safety



Multimodal Connectivity



Equity and Environmental Justice



Freight System Efficiency



Environmental Sustainability



System Preservation



Plan for Operations





PREVIOUS PLAN – GOALS & OBJECTIVES

2016 Congestion Management Process Update

Table 2-1 Linkage Between *Encompass 2040* Goals and CMP Objectives

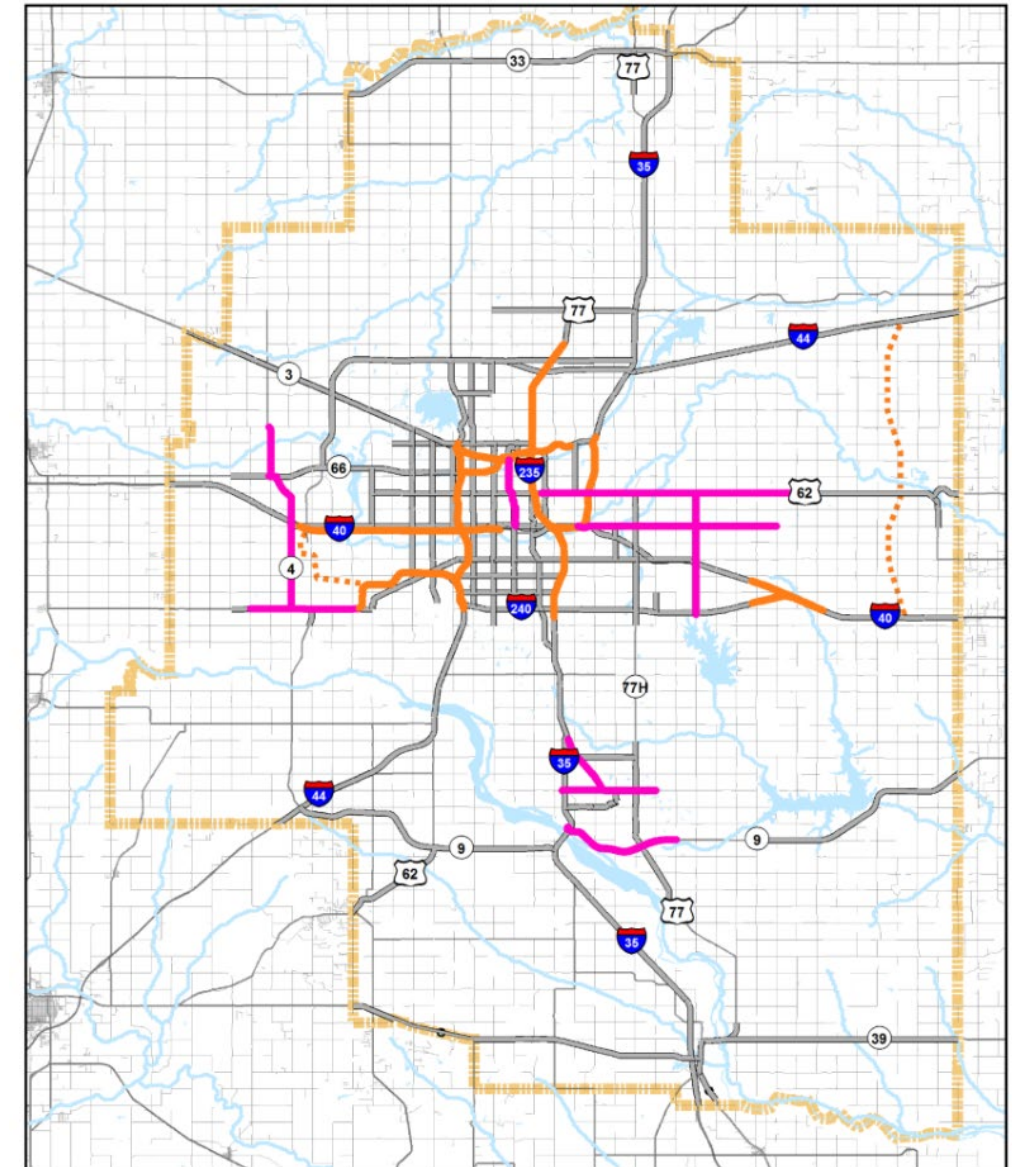
<i>Encompass 2040</i> Goal Areas	CMP Objectives
Economic Strength: Promote economic vitality through enhanced mobility.	- Invest in improvements that enhance the efficiency of the existing transportation system.
Safety and Security: Provide a safe and secure transportation system.	- Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries and fatalities.
Equity and Options: Provide transportation access for the movement of all people and goods.	- Expand and maintain accessible and connected pedestrian and bicycle facilities.
Healthy Communities: Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impact from vehicle travel.	-Improve and increase the walkability and bikeability of the region.
Connectivity: Develop connections among all types of transportation.	- Implement a local Complete Streets policy where appropriate.
Performance: Increase the efficiency and reliability of the transportation system.	-Increase capacity where needed.

CMP NETWORK/EXISTING



- Network Definition
 - Should be multimodal
 - May include freight/rail assets
 - Could consider particular corridors or activity centers
 - May also comprise a combination of regional, corridor, and activity areas.
- Performance Measures and Strategies

Figure 3-5 CMP Focus Network Map





IMPORTANCE OF STAKEHOLDER ENGAGEMENT/ FEEDBACK

- Policy Committee
- Technical Committee
- ACOG Staff
- Federal/ State Partners
- Other

What issues are important to the region regarding congestion and mobility?





- Peer Agency Review
 - Charlotte
 - Dallas-Ft. Worth
 - El Paso
 - Houston
 - Kansas City
 - Memphis
 - San Antonio
 - St. Louis
- Data Collection
- Mitigation Strategies
- Reporting Out

Peer Communities

Based upon these criteria, six peer communities were selected for review. The results of the peer community screening are shown below in **Table 1-2**.

Table 1-2 Selected Peer Communities

City	MPO	Last CMP Update	Population	Lane-Miles Congested	Delay Per Commuter ^{16*}	EPA Non-attainment
Albuquerque	Mid-region Council of Governments (MRCOG)	2012	760,000	18%	36	
Charlotte	Charlotte Regional Transportation Planning Organization (CRTPO)	2013	1,200,000	24%	43	•
Dallas-Ft. Worth	North Central Texas Council of Governments (NCTCOG)	2013	5,485,000	27%	53	•
Kansas City	Mid-America Regional Council (MARC)	2011	1,600,000	21%	41	•
Memphis	Memphis Urban Area Metropolitan Planning Organization (MUA-MPO)	2015	1,085,000	20%	43	•
Oklahoma City	Association of Central Oklahoma Governments (ACOG)	2007	1,100,000	23%	49	
Salt Lake City	Wasatch Front Regional Council (WFRC)	2013	1,100,000	25%	37	•
San Antonio	Alamo Area Metropolitan Planning Organization (AAMPO)	2014	1,935,000	34%	44	

* Total annual hours.

SCHEDULE



- Meetings
- Milestones

ACOG CMP Schedule		Month											
		1	2	3	4	5	6	7	8	9	10	11	12
		feb	mar	apr	may	jun	jul	aug	sep	oct	nov	dec	jan
1	Project Coordination & Management												
2	Data Collection and Document Analysis				TM1								
3	CMP Plan Development												
	3.1 Regional Goals/Objectives												
	3.2 CMP Network						TM2						
	3.3 Multimodal Performance Measures												
	3.4 Congestion Management Problems/Needs							TM3					
	3.5 Congestion Management Strategies								TM4				
	3.6 CMP Document, Dashboard, & Outreach									TM5			
4	Strategic Action Plan/CMP Implementation											DR	FR
Steering Committee			●			●		●	●		●		●
			3/13			Jun		Aug	Sep		Nov		jan
Tech Memo													
1	Peer Review Best Practices/Recommendations - Task2				TM1								
2	Goals, Objectives, methodology of CMP Network- Tasks 3.1, 3.2						TM2						
3	Performance Measures, Mgmt Plan, Prob& Needs, List of Corridors/bottlenecks-Tasks 3.3,3.4							TM3					
4	Strategies toolbox/matrix & recommended criteria - Tasks 3.5								TM4				
5	CMP Plan, Dashboard-Task 3.6									TM5			
DR/FR	Plan and Strategic Action Plan/Implementation - Task4											DR	FR



1. OLSSON CONTINUE WORK ON TECH MEMO 1

- Existing data collection
- Peer Review Analysis and Best Practices
- Recommendations

2. NEXT MEETING – JUNE 2025

- Review of TM1
- Review draft goals/objectives
- Review methodology of CMP Network

3. OTHER ITEMS

QUESTIONS?

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ASSOCIATION OF
CENTRAL OKLAHOMA
GOVERNMENTS



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