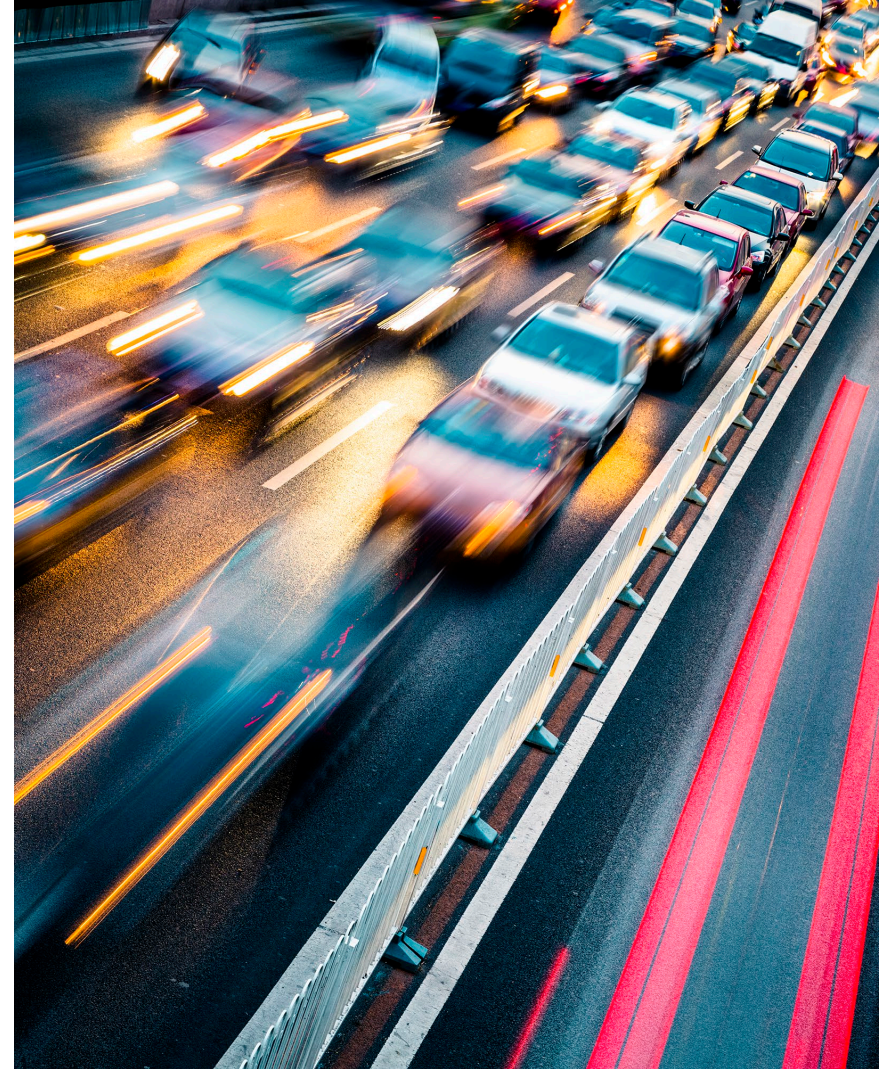




# **Congestion Management Process (CMP) - 2026 Update**

Technical Advisory Committee |  
January 2026



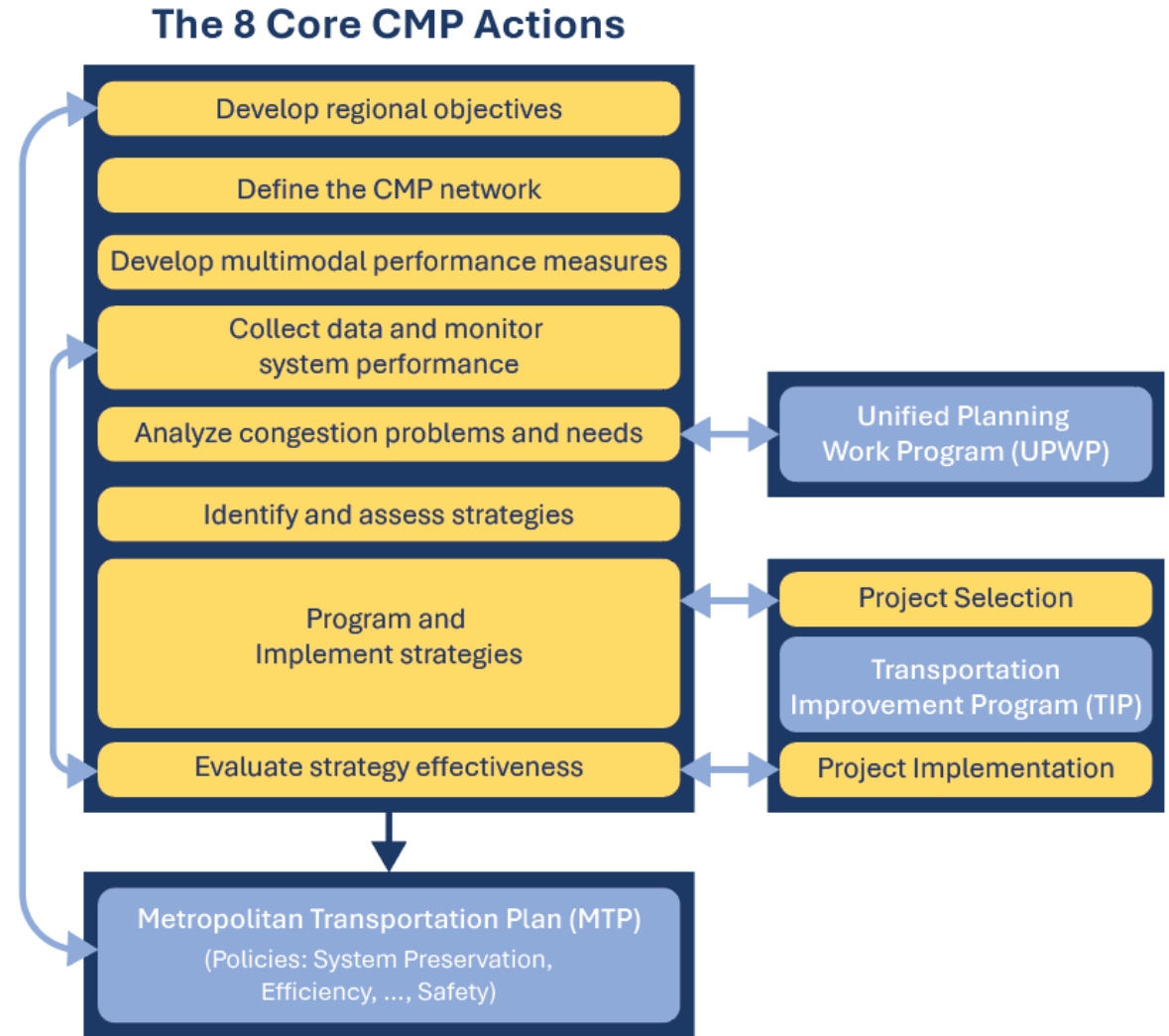


# Introduction of CMP

# Purpose of a CMP

## Serves to:

- Define the extent and duration of congestion across the AAMPO network.
- Identify underlying causes of congestion, including physical, operational, and demand-related factors.
- Assess the effectiveness of implemented strategies and recommend improvements.
- Support long-range planning by aligning congestion mitigation strategies with the Metropolitan Transportation Plan (MTP).



# Regional Congestion Index

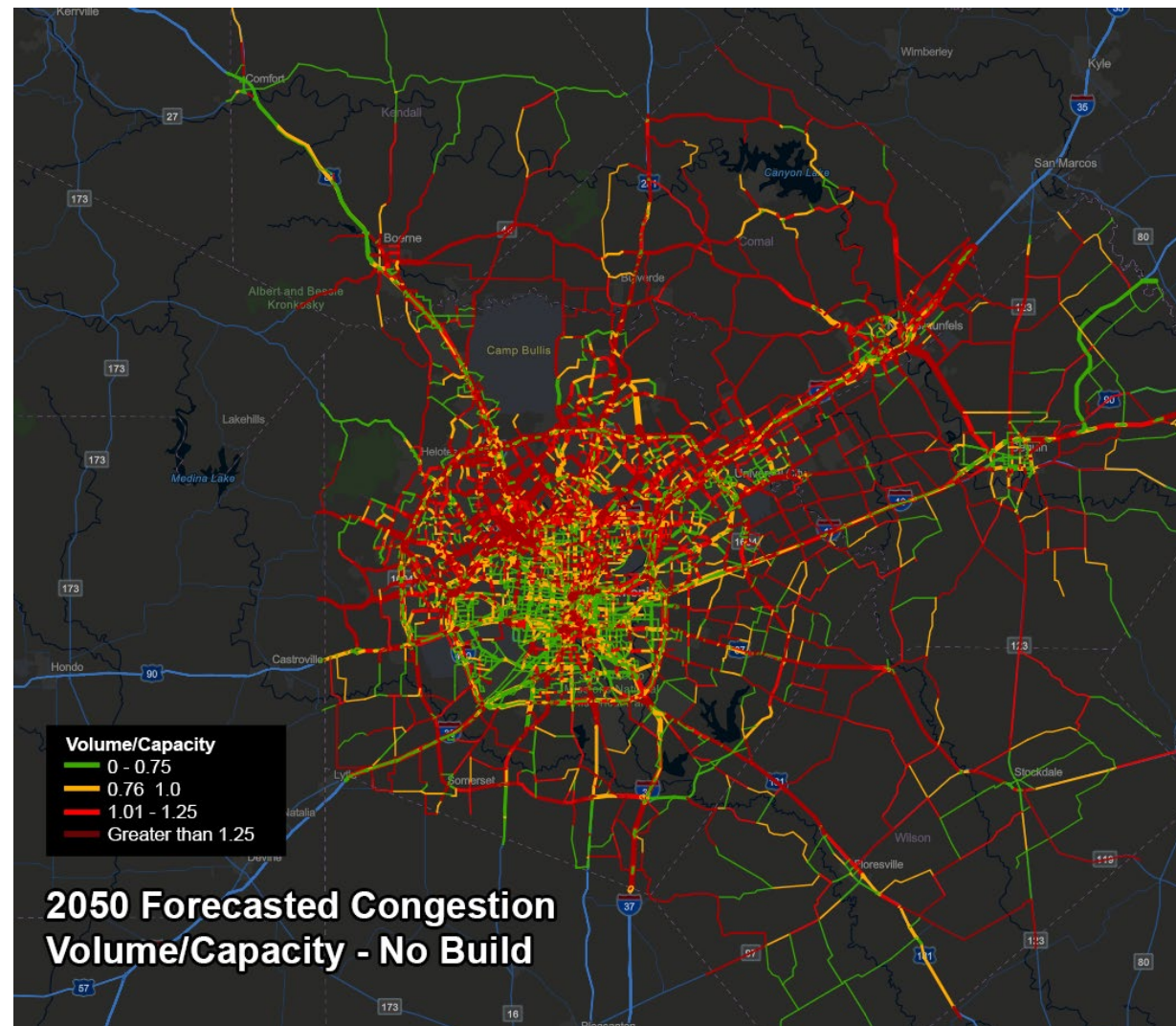
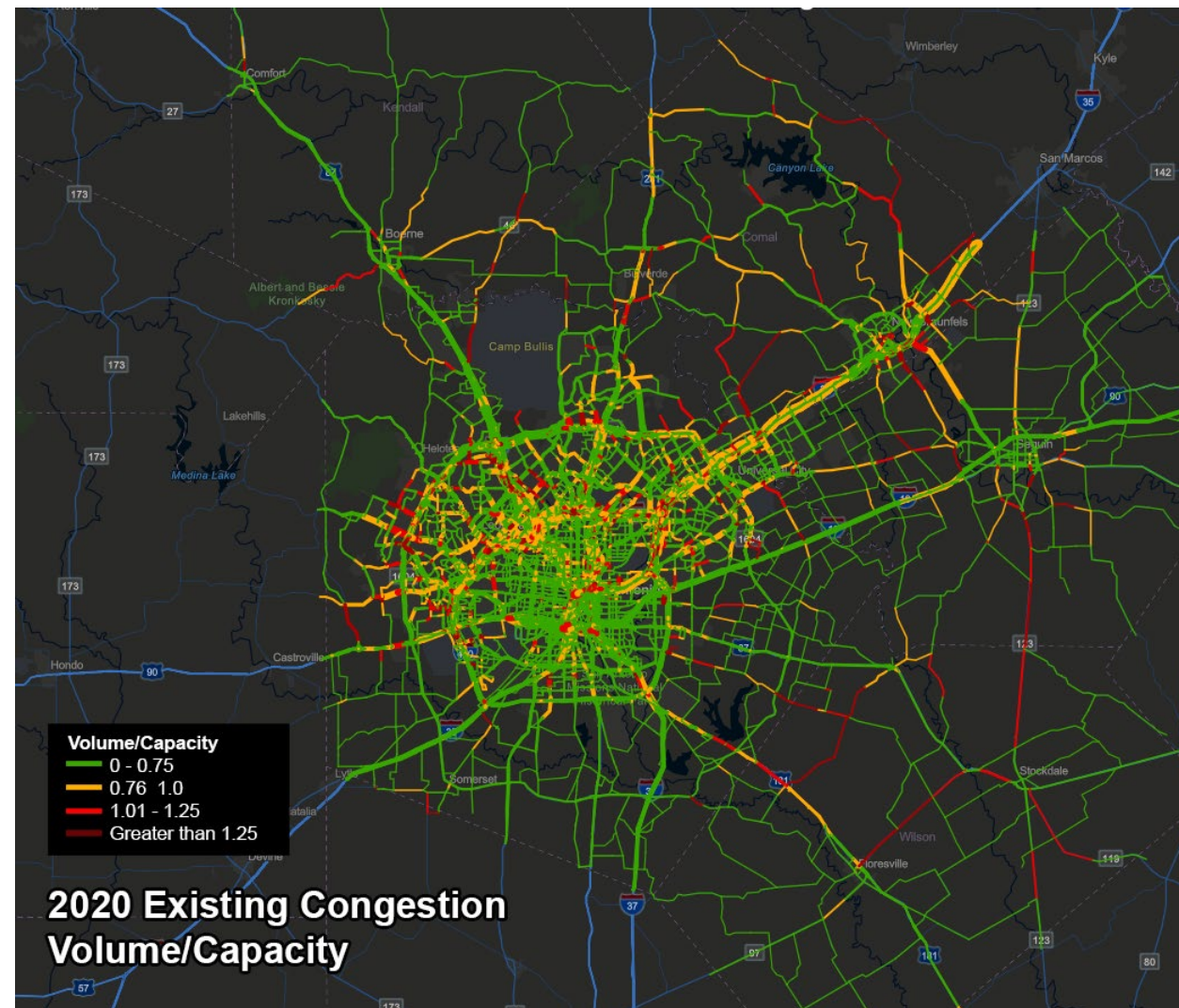
Urban Area	Annual Person-Hours of Delay per Commuter*		Travel Time Index**		Daily Vehicle Miles Traveled (VMT) Freeway and Arterial	
	Hours	Hours	Hours	Hours	Miles	Miles
	2023	2024	2023	2024	2023	2024
San Antonio	46	48	1.22	1.26	42,614	43,467
Houston	73	77	1.26	1.36	118,856	121,827
Austin	63	64	1.25	1.34	34,973	35,847
Dallas-Fort Worth – Arlington	67	69	1.23	1.31	133,289	137,288

Source: Texas A&M Transportation Institute (TTI) 2025 Mobility Report.

\*Yearly Delay per Auto Commuter: Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

\*\*Travel Time Index: The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.

# Congestion Forecast – No Build



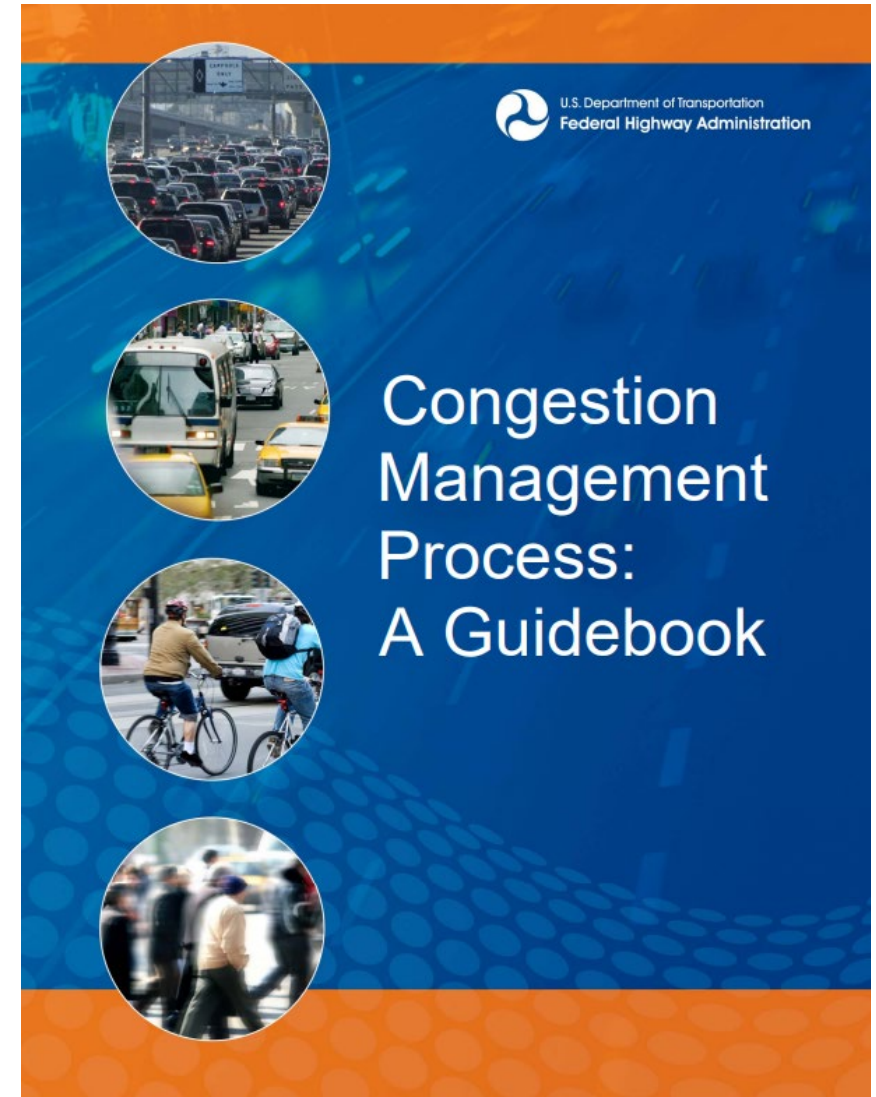
Map Source: AAMPO MTP 2050

# Federal Regulations: CMP Characteristics and Guidelines

## Definition:

Federal Regulations outlined in 23 CFR § 450.322

- TMA shall address congestion management to provide for **safe and effective** integrated management and operation of the **multimodal transportation system**, based on a cooperatively developed and implemented metropolitan-wide strategy
- Use of **travel demand reduction**, job access projects, and **operational management** strategies
- Required in metropolitan areas with population exceeding 200,000
- Developed and implemented as an integrated part of the **metropolitan transportation planning** process





# History of AAMPO CMP

# CHANGES FROM 2018 CMP



Goals and  
Objectives



Performance  
Measures



CMP Network



Scoring



Strategies

# CMP Update Outreach and Timeline

## Outreach Timeline

### Feb 2025

- Reviewed federal CMP requirements and FHWA guidance
- Introduced CMP update process and objectives
- Discussed recommended performance measures
- Presented updated project screening and strategy forms
- Feedback: Objectives and performance measures

### Apr 2025

- Reviewed CMP network and objectives survey results
- Confirmed network updates
- Finalized CMP objectives and performance measures
- Discussed congestion forecasts and CMP scoring overview

### May 2025

- Shared finalized CMP objectives and performance measures
- Introduced CMP Corridor Fact Sheets
- Discussed CMP scoring methodology and mitigation strategies
- Conducted interactive exercises
- Feedback: Corridor-specific strategies

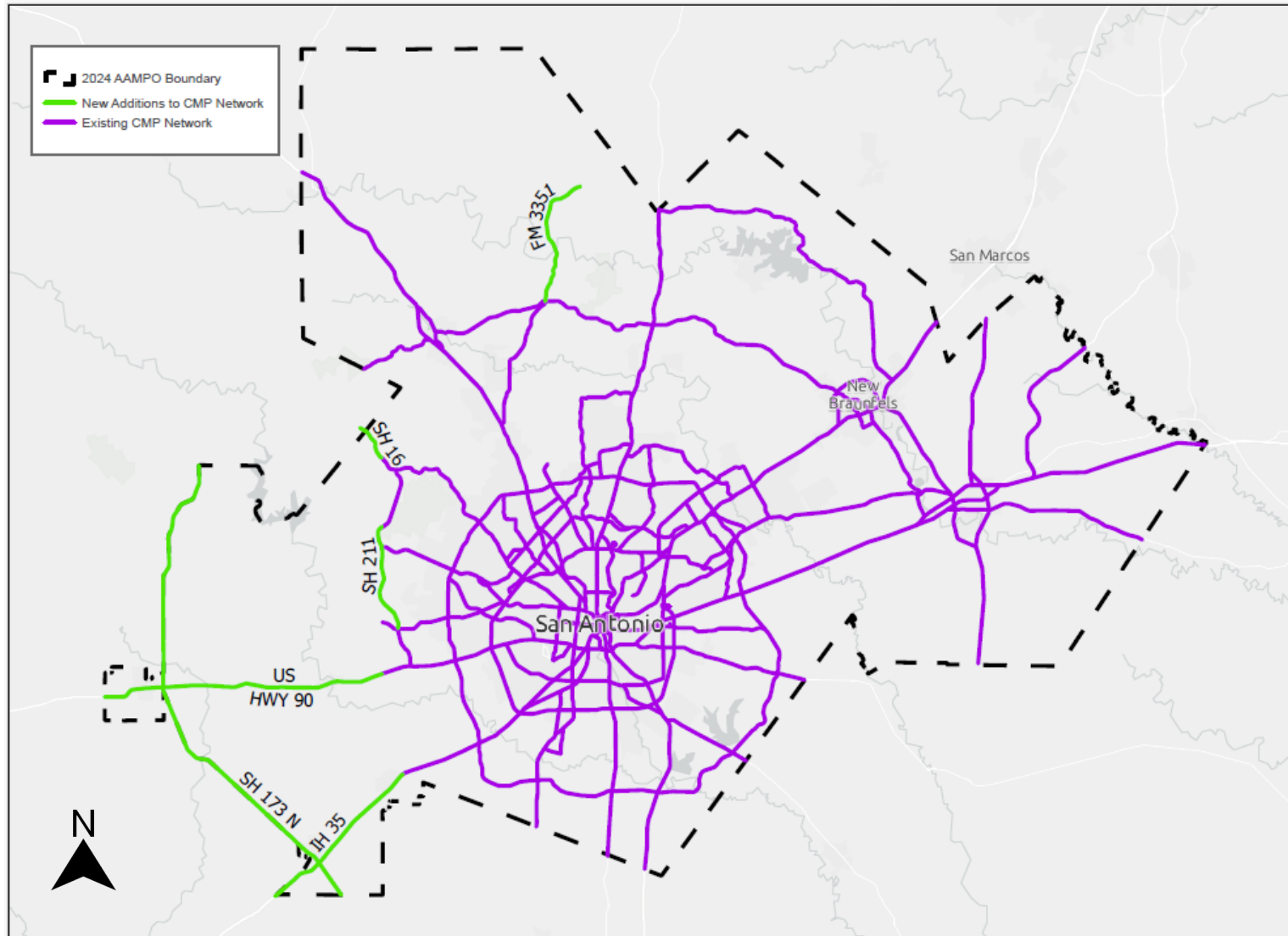
### Sept 2025

- Reviewed network adjustments and scoring refinements
- Presented methodology updates for corridor analysis
- Conducted corridor analysis exercise for scoring and prioritization
- Feedback: Criteria, weighting and strategy selection

# CMP Goals and Objectives

2030 was identified as the horizon year for each of the objectives.	2050 MTP Goal			Multimodal Performance and Accessibility	Land Use and Accessibility
	Mobility and Congestion	Reliability and Efficiency			
1. Maintain hours of delay per capita	✓				
2. Increase interstate reliability to 70%	✓	✓			✓
3. Increase non-interstate reliability to 50%	✓	✓			✓
4. Reduce mean incident clearance times per incident by 20%		✓			
5. Maintain truck travel time on highways	✓	✓			
6. Increase average transit on-time performance to 85%				✓	✓
7. Increase non-SOV travel mode share by 5%				✓	✓

# 2026 CMP Network Update



## Regionally Significant Roadways

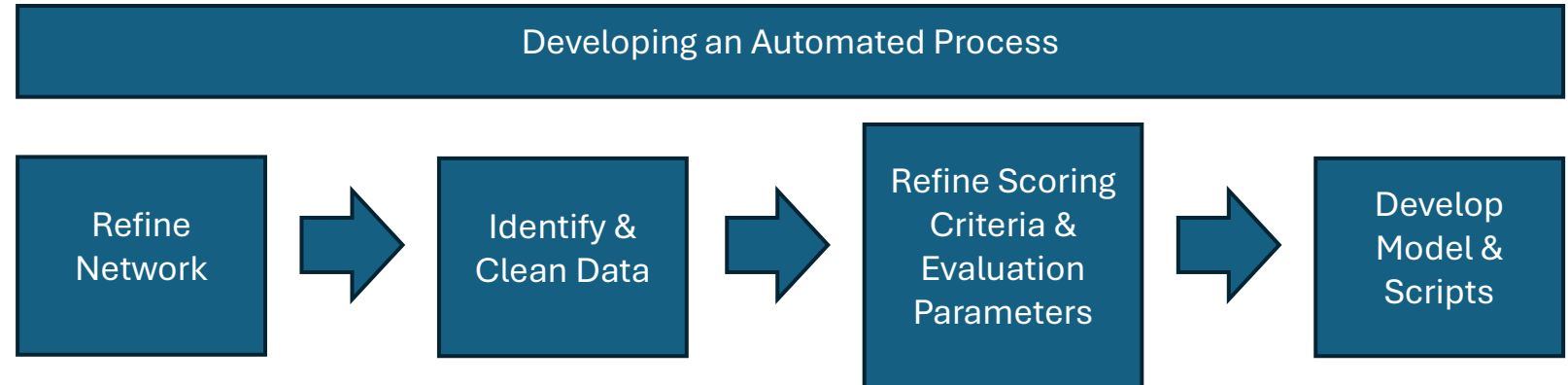
- Boundary Expansion
- Federally functionally classified as interstate freeways, other freeways or expressways
- Federally functionally classified as principal arterials
- Intermodal connectors included in the federally adopted national highway system
- Designated as SH or US routes
- Community connections that provide direct, continuously signed connections between nearby or adjacent census defined urbanized areas, urban clusters and population centers with more than 5,000 people
- Between activity centers that serve as primary regional connectors to an otherwise unserved regional activity center
- Extensions of regionally significant roadways to connect non-connecting termini

# NETWORK EVALUATION & PROCESS EVALUATION

**Process Objective:**  
**Develop a tool that can be automated.**

## Network Requirements

- The network should be compatible with data sources for evaluation.
- Identify data variables
- Refine system performance measures: scoring criteria and evaluation parameters
- Develop ArcGIS Model & Scripts to automate future evaluation processes
- Develop agency partnerships data standards to improve data compatibility and processing in future evaluation cycles.



# Scoring Recommendations

## Scoring Considerations Potential Scoring Update

Previous Scoring

Category	Inventory	Measure	Points	Max Points
Alternative Roadway	Parallel Expressway (within 5 mile)	Yes	11	22
		No	0	
	Parallel Arterials (frontage roads, major and minor arterials within 1 mi)	Entire Limits	7	
		Partial Limits	3	
	Direct Connections (Interchanges) to other highways	Yes	4	
		None	0	
Modal Options	Public Transportation	Rapid Transit and Rail	12	27
		Rapid Transit	7	
		Bus	5	
		None	0	
		Rideshare (Park-and-Ride, Transit Center, Park-and-Pool)	Yes	
	Managed/HOV Lanes	Yes	6	
		None	0	
	Bike Lane and Sidewalk	Bike Lane and Sidewalk	2	
		Bike Lane	1	
		Sidewalk	1	
	Bike or Pedestrian Facility (entire corridor)			
		None or Incomplete	0	



Revised Scoring

Category	Inventory	Measure	Points	Max Points
Alternative Roadway	Parallel Expressway (within 5 miles)	Yes	10	25
		No	0	
	Parallel Arterials (frontage roads, major and minor arterials within 1 mi)	Entire Limits	10	
		Partial Limits	5	
	Direct Connections (Interchanges) to other highways	Yes	5	
		None	0	
Modal Options	Public Transportation	High Frequency Routes (on facility)	10	25
		High Frequency Routes (1/4 Mile)	5	
		Bus (on facility)	8	
		Bus (1/4 mile)	4	
	Rideshare (Park-and-Ride, Transit Center, Park-and-Pool)	On Facility	6	
		Walking Distance	3	
	Managed/HOV Lanes	Yes	5	
		None	0	
	Bike or Pedestrian Facility (entire corridor)	Bike Facility and Sidewalk	4	
		Bike Facility (on facility)	2	
		Bike Facility (connects to facility)	1	
		Sidewalk (both sides of the road)	2	
		Sidewalk on both sides with connecting facility	3	
Sidewalk on one side with a connecting bike facility		2		
Sidewalk (one side of the road)		1		
None or Incomplete	0			

# Scoring Recommendations

## Scoring Considerations Potential Scoring Update

### Previous Scoring

Category	Inventory	Measure	Points	Max Points	
System Demand (Recurring)	2025 Peak Hour VC	Below or Average	10	25	
		Above	3		
	PHED				
	2025 Truck Volume Percentage	Below or Average	7		
		Above	1		
	Area Type	Rural	8		
		Suburban	6		
		Urban	4		
		Urban Intense	2		
CBD		1			
System Reliability (Non-Recurring)	Crash Rates	Below or Average	10	25	
		Above	3		
	Shoulders	Full Outside and	6		
		Full Outside or Inside	3		
		Partial Limits	1		
		None	0		
		Refuge areas (for surface streets)	3		
	Safety Service Patrol Coverage	Entire Limits	3		
		Partial Limits	1		
		None	0		
	ITS	Entire Limits	3		
		Partial Limits	1		
None		0			



### Revised Scoring

System Demand (Recurring)	2025 Peak Hour VC (avg. 0.80)	Below or Average	10	25
		Above	1	
	PHED	At or Above 60% design	5	
		Below 60% design speed	1	
	2025 Truck Volume Percentage (avg. 12%)	Below	5	
		Above	1	
	Roadway Significance	Regional Significance	1	
Sub-Regional Significance		3		
Local Significance		5		
System Reliability (Non-Recurring)	Crash Rates	Below the Average	10	25
		At the Average	5	
		Above Average	0	
	Shoulders	Full Outside and Inside	4	
		Full Outside or Inside	3	
		Partial Limits	1	
		None	0	
		Refuge areas (for surface streets)	1	
	Safety Service Patrol Coverage	Entire Limits	3	
		Partial Limits	1	
		None	0	
	ITS	Entire Limits	3	
		Partial Limits	1	
None		0		





# Congestion

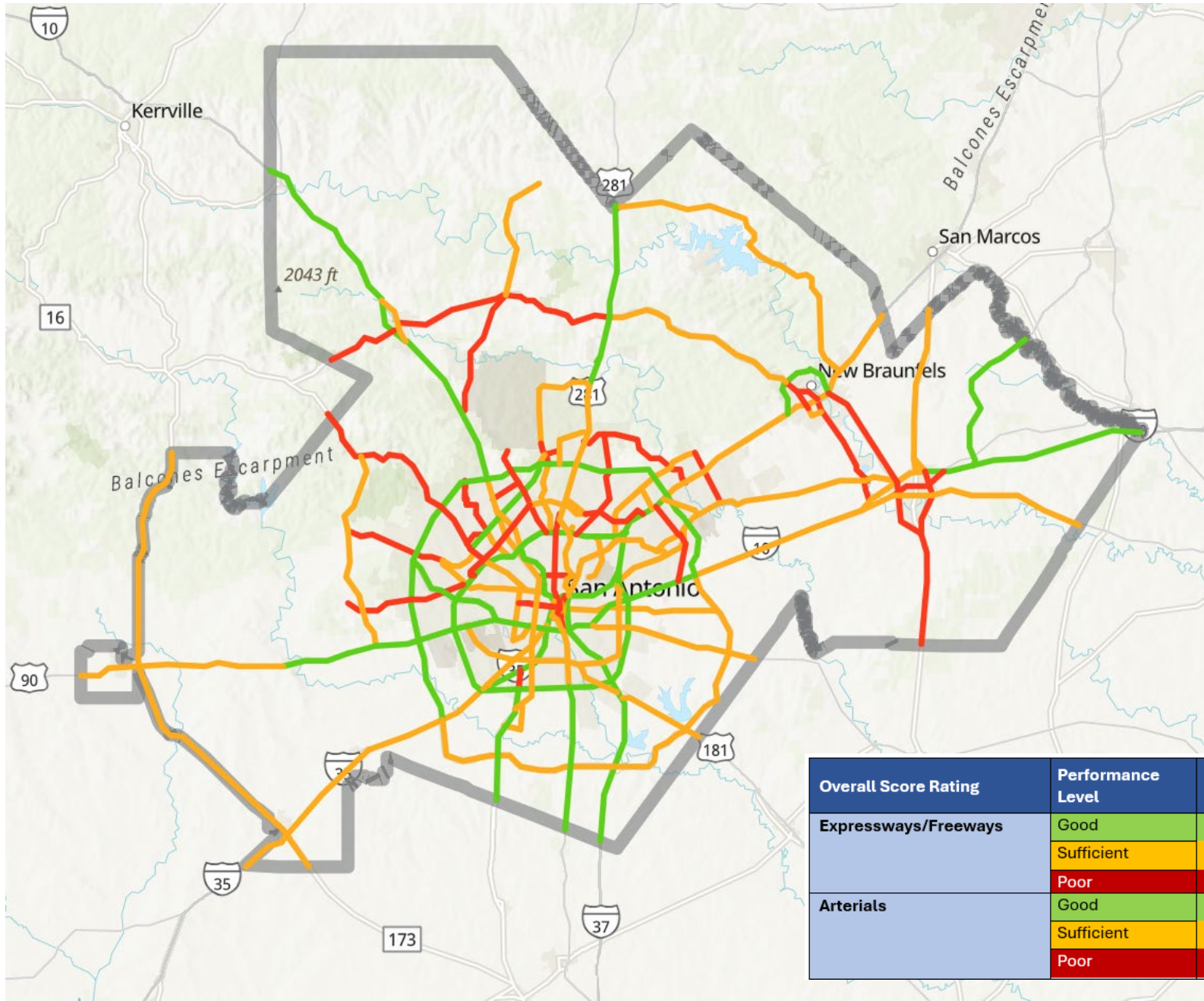
## **Corridor Evaluation Exercise**

# 2025 CMP Corridor Scoring Results

## Legend

### CMP Network 2025

- Good
- Poor
- Sufficient



Overall Score Rating	Performance Level	Area Type: Urban	Area Type: Other
Expressways/Freeways	Good	> 50	> 40
	Sufficient	30 - 50	25-40
	Poor	< 30	< 25
Arterials	Good	> 75	> 50
	Sufficient	50 - 75	30 - 50
	Poor	< 50	< 30



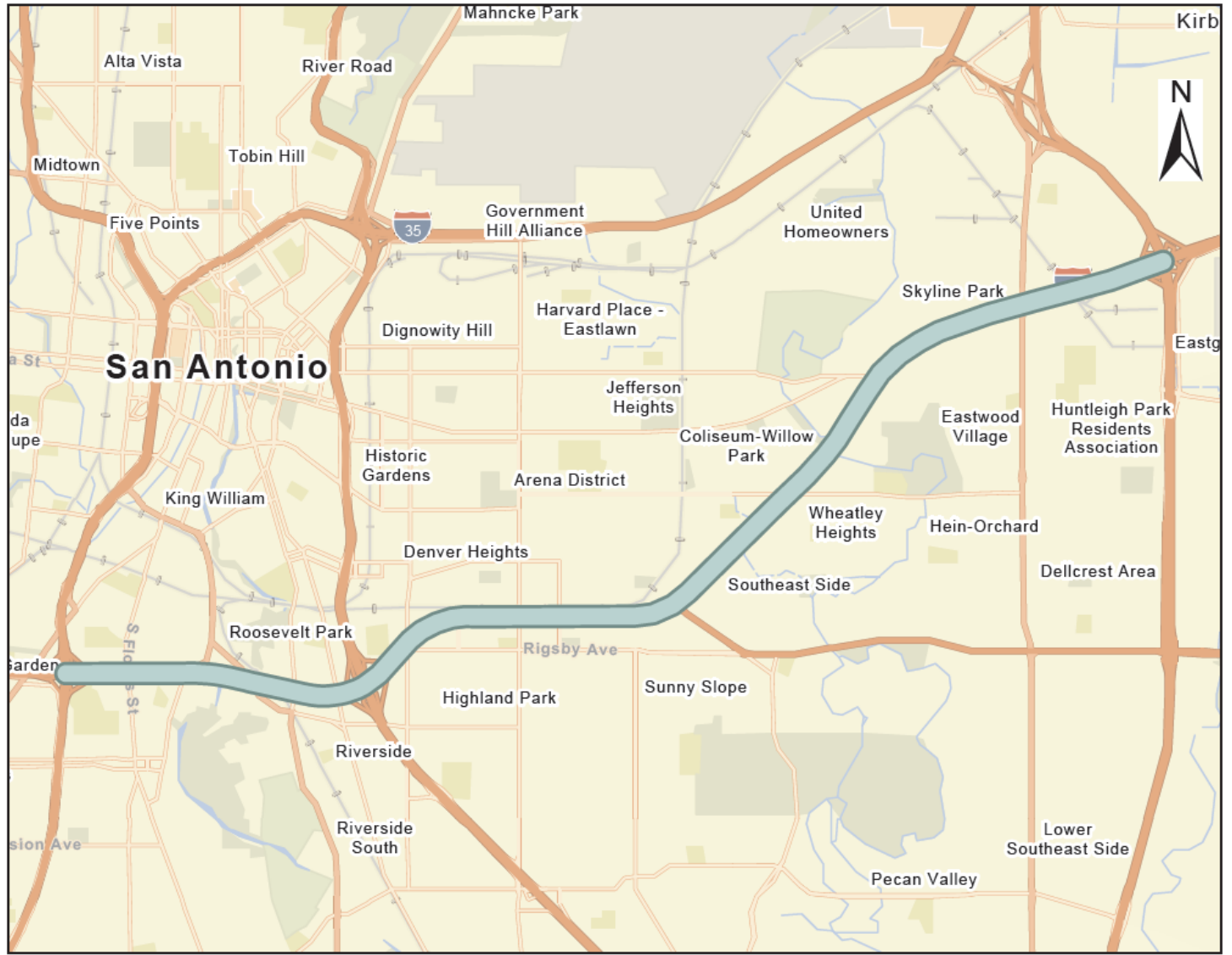
# CMP Corridor Fact Sheet: IH 10 - Loop 410 E and IH 35

Alternative Roadway Infrastructure	
Parallel Expressways (within 5 miles)	None
Parallel Arterials (within 1 mile)	Partial Limits
Direct Connections	Yes

Modal Options	
Public Transportation	High Frequency Route with Bus Stops Within a 1/4 Mile
Rideshare (Park and Ride or Transit Center)	No Facility near or on roadway segment
Managed/HOV Lanes	None
Bike or Pedestrian Facility	Proximity to Bike Facility

System Reliability (Recurring)	
2025 PHED	Below 60% design speed
2025 V/C	Below or Average
2025 Truck Volume Percentage	Below
Area Type	Urban Intense

Alternative Roadway Infrastructure	
Crash Rates	Below the Average
Shoulders	Full Outside and Inside Shoulders
Safety Service Patrol	Entire Limits
Truck Lane Restrictions	City of San Antonio Designated Truck Lanes
ITS Coverage	1 camera, 1 DMS



CMP Scoring: Urban Freeway/Expressway: 65/100 = **Good**

# CMP Corridor Fact Sheet: Blanco Road - Loop 410 N and Loop 1604 N

## Alternative Roadway Infrastructure

Parallel Expressways (within 5 miles)	Yes
Parallel Arterials (within 1 mile)	Partial Limits
Direct Connections	None

## Modal Options

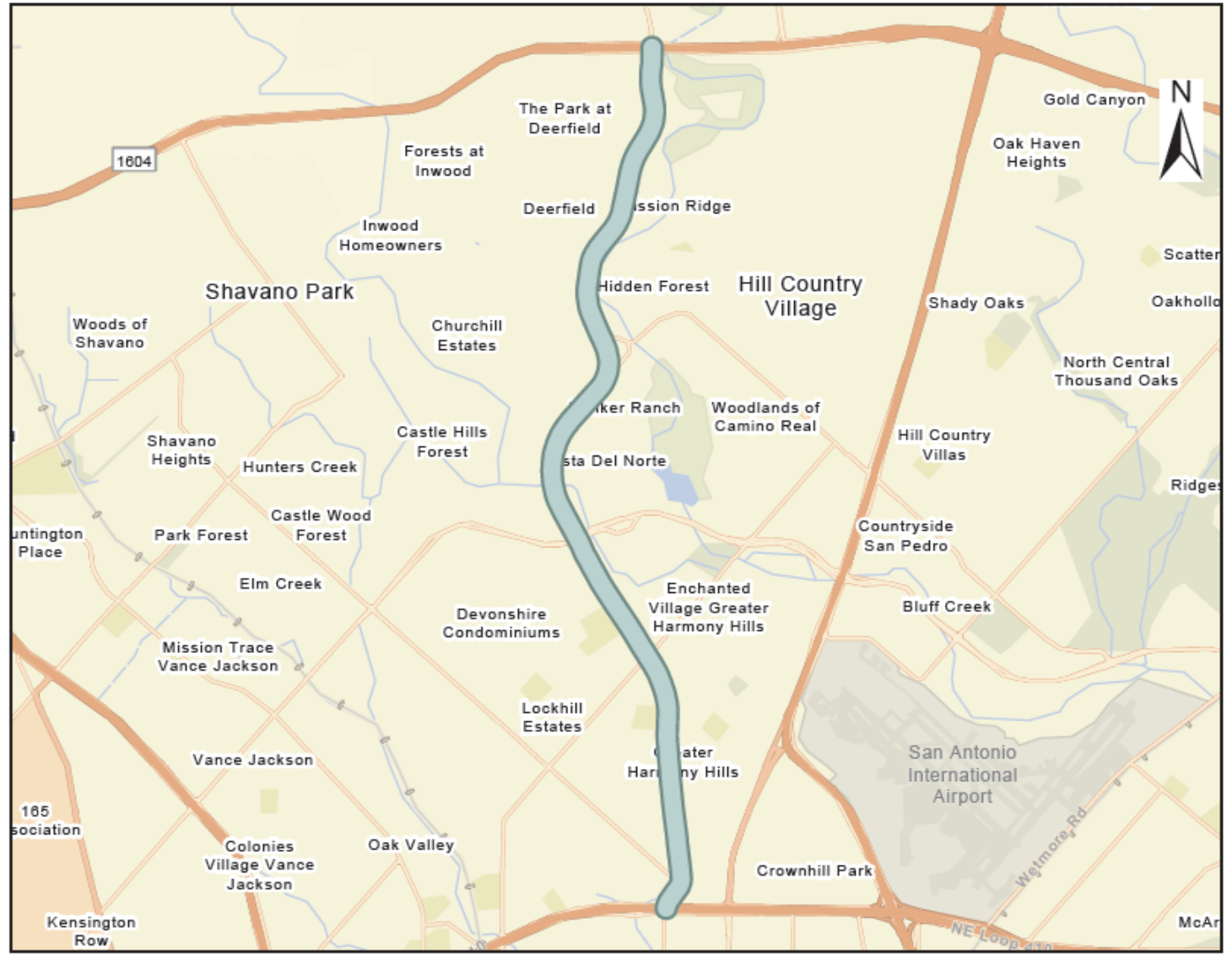
Public Transportation	Bus Stop and High Frequency Route on Facility
Rideshare (Park and Ride or Transit Center)	No Facility near or on roadway segment
Managed/HOV Lanes	None
Bike or Pedestrian Facility	Sidewalks, Existing Bike Facility

## System Reliability (Recurring)

2025 PHED	At or Above 60% design
2025 V/C	Below or Average
2025 Truck Volume Percentage	Above
Area Type	Urban Intense

## Alternative Roadway Infrastructure

Crash Rates	Above Average
Shoulders	Full Outside and Inside Shoulders
Safety Service Patrol	None
Truck Lane Restrictions	No Truck Lane Restrictions
ITS Coverage	None



CMP Scoring: Urban Arterial: 62/100 = **Sufficient**

# CMP Corridor Fact Sheet: US 90 / Kingsbury Street- IH 10 E and W Court Street

Alternative Roadway Infrastructure	
Parallel Expressways (within 5 miles)	Yes
Parallel Arterials (within 1 mile)	None
Direct Connections	None

Modal Options	
Public Transportation	Bus Facility on Route
Rideshare (Park and Ride or Transit Center)	No Facility near or on roadway segment
Managed/HOV Lanes	None
Bike or Pedestrian Facility	None or Incomplete

System Reliability (Recurring)	
2025 PHED	At or Above 60% design
2025 V/C	Below or Average
2025 Truck Volume Percentage	Above
Area Type	Urban Intense

Alternative Roadway Infrastructure	
Crash Rates	Below the Average
Shoulders	Full Outside and Inside Shoulders
Safety Service Patrol	None
Truck Lane Restrictions	No Truck Lane Restrictions
ITS Coverage	None



CMP Scoring: Urban Arterial: 49/100 = **Poor**

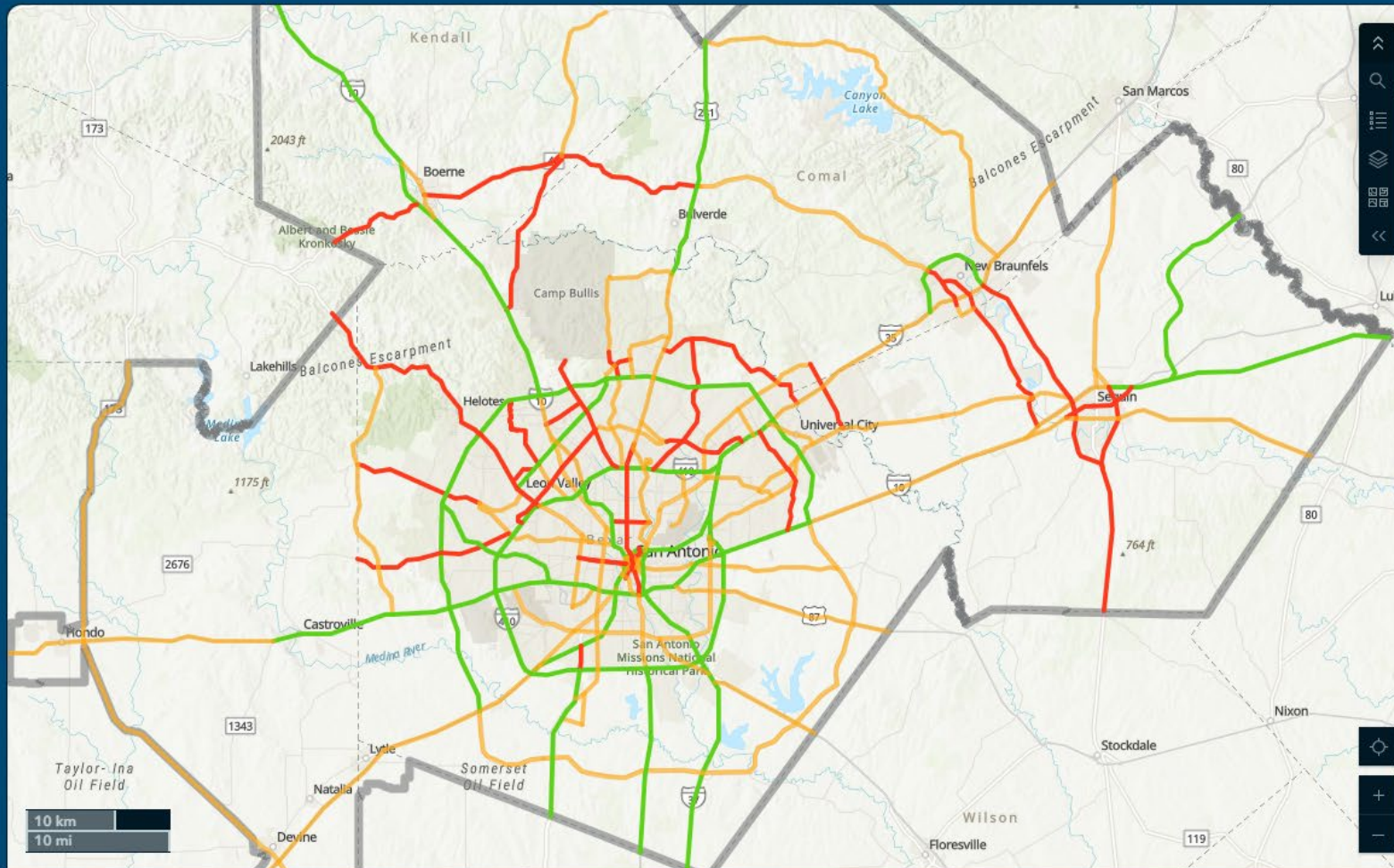
# 2026 CMP Dashboard:

## Congestion Management Process 2025



### 2025 CORRIDORS

Blanco Road (10) - CMP Score: 16
SH 46 (120) - CMP Score: 17
Wurzbach Road (153) - CMP Score: 19
FM 3351 (33) - CMP Score: 21
SH 123 (109) - CMP Score: 22
SH 46 (121) - CMP Score: 22
Potranco Road (97) - CMP Score: 23
SH 46 (122) - CMP Score: 24
FM 725 (34) - CMP Score: 26
SH 123 (108) - CMP Score: 26
IH 35 (62) - CMP Score: 28
US 181 (131) - CMP Score: 30
SH 123 (107) - CMP Score: 31
SH 46 (125) - CMP Score: 31
IH 35 (158) - CMP Score: 31
Culebra Road (18) - CMP Score: 32
SH 46 (124) - CMP Score: 32
FM 3351 (156) - CMP Score: 32
Blanco Road (9) - CMP Score: 33
FM 78 (35) - CMP Score: 33
Bulverde Road (13) - CMP Score: 34
IH 10 (50) - CMP Score: 34
SH 211 (119) - CMP Score: 34
US 90 Alt (145) - CMP Score: 35

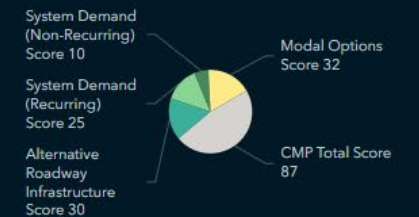


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### Corridor Information

**CMP Corridor 1**  
**3rd Street / E Houston Street / Bowie Street**  
 From Broadway St to Taylor Street  
 Area Type: Central Business District  
 Number of Lanes: 4  
 Facility Type: Arterial  
 Shoulders: No Shoulders  
 Managed/HOV Lanes: None  
 Parallel Expressway (within 5 mile): Yes  
 Parallel Arterials (frontage roads, major and minor arterial within 1 mile): Partial Limits  
 Direct Connections (interchanges) to other highways: None  
 Roadway Significance: 5

### CMP Scoring



Alternative Roadway Infrastructure Score <b>15</b>	System Demand (Recurring) Score <b>3</b>	System Demand (Non-Recurring) Score <b>0</b>	Modal Option Score <b>25</b>	<b>CMP Total Score 43</b>
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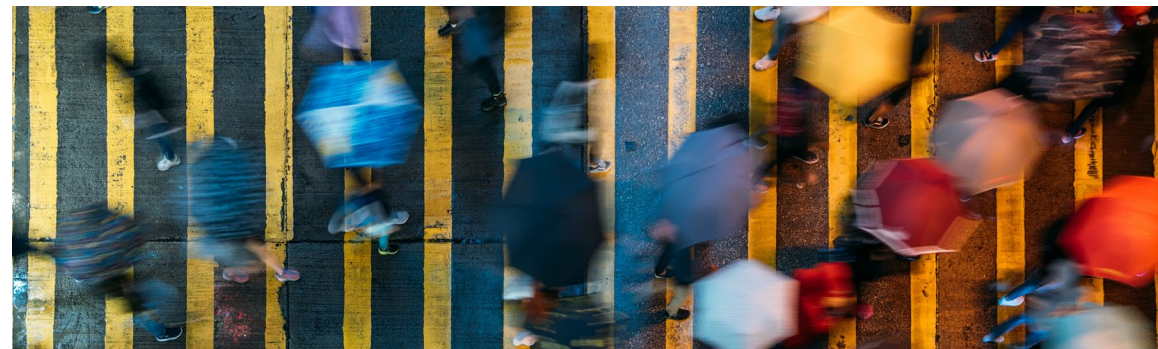
# CMP Strategy Selection

## Policy/Program/System Level

- Policy Management
- Intelligent Transportation Systems
- Advanced Transportation Systems
- Operational Management
- Travel Demand Campaigns

## Corridor/Project Level

- Corridor Improvements
- Public Transportation Improvements





## **Congestion Management Process**

- January: TAC (today) and TPB Approval
- 2026 – 2030: Continue stakeholder engagement and data collection
- 2030: Next CMP Update

**Motion to approve the 2026 Congestion Management Process (CMP) Update and recommend adoption to the Transportation Policy Board.**

# Thank you

Jory Dille

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