

Congestion Management Process
FM 1641
From FM 548 to FM 148 and FM 548 from FM 1641 to US 80
CSJs: 1217-01-019 & 2588-01-020

The congestion management process is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the North Central Texas Council of Government's (NCTCOG) CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by the NCTCOG on January 2014.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of reconstructing FM 1641 and FM 548 to a divided, urban, 4-lane section with turn lanes; adding outside shared-use lanes; and adding continuous sidewalks in each direction. Individual projects are listed in Table 1.

Table 1: Congestion Management Process Strategies

Operational Improvements in Travel Corridor		
Location	Type	Implementation Date
FM 1641 from IH 20 to FM 548	Intersection improvement	2011
IH 20 from Dallas County Line to Rosehill Road	New roadway	2045
SL 9 from IH 45 to IH 20	New roadway	2037
SH 205 from South of FM 548 to US 80	Addition of lanes	2045

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and the NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary, but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the TMA is on file and available for review at the NCTCOG.

NCTCOG CMP
PROJECT IMPLEMENTATION FORM



Submitter Name: Christine Polito
Agency Name: Texas Department of Transportation
Agency Address: 4777 E. Highway 80, Mesquite, TX 75150
Email: Christine.Polito@txdot.gov
Telephone Number: (214) 320-6141
Date: 5/21/2020

Please answer the following questions

Project Name FM 1641
Project Limits (From) From FM 548 to FM 148 and FM 548 from FM 1641 to US 80
Project Limts (To)

2. Does this project add roadway capacity? (IF NOT, THIS FORM IS NOT REQUIRED)

YES

3. Are complementary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?
If "yes," enter the project name(s), TIP Code(s) and/or CSJ number(s) in table below.

This information can be verified at the following link: [Transportation Improvement Program Information System \(TIPINS\)](#)
*For a list of TDM and TSM&O project types see: [Appendix A - TDM and TSM&O Strategies](#)

NO

Project Name		TIP Code		CSJ#	
Project Name		TIP Code		CSJ#	
Project Name		TIP Code		CSJ#	
Project Name		TIP Code		CSJ#	

3b. Are there any other projects not included in the TIP that may compliment the project?
If "yes," enter the project name(s) and implementing agency in table below.

YES

Project Name	FM 1641 from IH 20 to FM 548	Implementing Agency	TxDOT, TIP code 52,402.00, CSJ 1217-01-019
Project Name	IH 20 from Dallas County Line to Rosehill Road	Implementing Agency	TxDOT, TIP code 55,219.00, CSJ 0095-14-027
Project Name	SL 9 from IH 45 to IH 20	Implementing Agency	TxDOT, TIP code 55,106.00, CSJ 2964-10-902
Project Name	SH 205 from South of FM 548 to US 80	Implementing Agency	TxDOT, TIP code 55,072.00, CSJ 0451-02-028

4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?
This information can be verified in the Mobility Options found here: [Appendix E of the MTP \(pg. 53 - 97 / pg. 102 - 112\)](#)
If "yes," enter the MTP Reference #(s) in table below

YES

MTP Reference #	NRSA1-DAL- 314
MTP Reference #	NRSA1-DAL-267
MTP Reference #	[Enter Here]
MTP Reference #	[Enter Here]

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 here: [Appendix C - CMP Corridor Fact Sheet](#)

NO

*If "yes," please proceed to question six.
*If "no," please evaluate corridor to determine if improvements are needed by completing the Fact Sheet Form in Step 2 in the tab below, before proceeding to question six.

6. Is the corridor identified as deficient in any category?

YES

*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)

☒ Alternative Roadway Infrastructure

☒ Modal Options

☐ System Demand

☒ System Reliability

8. Review Appendix A of the current CMP or other available resources to identify possible congestion mitigation strategies to correct the deficiency. (Check all that apply)
[Appendix A - TDM and TSM&O Strategies](#)

☒ Commuter Transportation Options

☒ Freight Management Activities

☒ Incentive to Use Alternative Modes

☒ In-Vehicle System Efficiency Improvements

☒ Roadway Incident and Emergency Management Options

☒ Roadway Infrastructure Improvements

☒ Sustainable Development Improvements

☒ System Management and Operations Improvements

☒ Transit System Efficiency Improvements

☒ Traveler Information Services

☒ Work Zone/Construction Management Operations

NCTCOG CMP PROJECT IMPLEMENTATION FORM



9. Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Reconstruct FM 1641 and FM 548 to a divided, urban, 4-lane section with turn lanes.
Addition of outside shared-use lanes
Addition of continuous sidewalks.

10. If not implementing a congestion mitigation strategy, please explain reason.

Not applicable.

11. Submit completed form to NCTCOG - CMP Team at: CMP@nctcog.org or by clicking SUBMIT below

*Submit button will auto generate email to NCTCOG with completed excel document attached.
Please finalize step by sending the email.

SUBMIT

CMP CORRIDOR ANALYSIS - FACT SHEET



ROADWAY NAME	FM 1641
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HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
FM 1641	From FM 548 to FM 148 and FM 548 from FM 1641 to US 80	5.6 miles	North-South	2 to 4

CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	Minor Collector	Direct Connections	No
HOV Lanes	No	Truck Lane Restriction	No
Parrallel Freeways (within 5 miles)	No	Hazmat Route	No
Shoulders	No	Population	20,209
Frontage Roads	No	Number of Employees	5,218
Bike Options	No	FIM Training Participants	Yes
Available Transit	No	Crash Rate (Use Most Recent Year)	3.04
Park and Ride	No	Construction Status	Not Constructed

PARRALLEL ARTERIALS (ENTIRE LIMITS)

One within 2 miles

PARRALLEL ARTERIALS (PARTIAL LIMITS)

One within 2 miles

CORRIDOR SCORE (Results from Step 3 - CMP Deficiency Form)

ROADWAY	MODAL OPTIONS	SYSTEM DEMAND	SYSTEM RELIABILITY	SCORE
4	0	18	13	35

CONCLUSIONS/RECOMMENDATIONS

Reconstruct FM 1641 and FM 548 to a divided, urban, 4-lane section with turn lanes. Addition of outside shared-use lanes Addition of continuous sidewalks.
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ADD PROJECT CORRIDOR SEGMENT MAP HERE.

SEE ATTACHMENT

DEFICIENCY FORM IS REQUIRED WITH THIS SHEET
PLEASE COMPLETE BY GOING TO TAB 3 (STEP 3. DEFICIENCY FORM)
[CLICK HERE](#)

Project Name:	FM 1641
Project Limits (From and To):	From FM 548 to FM 148 and FM 548 from FM 1641 to US 80
Agency Name:	Texas Department of Transportation
Submitter Name:	Christine Polito
Telephone:	(214) 320-6141
Email:	Christine.Polito@txdot.gov
Date Submitted:	05/21/20

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?	No	0
2. Does the roadway facility include a frontage road system?	No	0
3. Does the roadway facility have a parallel arterial within two miles?	Yes, both entire and partial limits	4
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	No	0

Total Points Received in Alternative Roadway Infrastructure Category

4

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?	No	0
2. Is a park-and-ride facility located along the roadway corridor?	No	0
3. Are HOV or Managed lanes available along the roadway corridor?	No	0
4. Are bike trails or other bike options available along the roadway corridor?	No	0

Total Points Received in Modal Options 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.

System Demand (Recurring) Deficiency

The factors that influence system demand include traffic volume, truck volume/percentage, number of employees along the roadway corridor block, and residential population.

	Click Cell To Select Answer	Score
1. Is the peak hour volume capacity above or below the current average Peak V/C of 0.692?	Above the Average	3
2. Is the truck volume percentage along the corridor above or below the current average of 9%?	Below or Equal to the Average	7
3. Is the total number of employees along the corridor above or below the current average of 82,549 (by TSZ)?	Below or Equal to the Average	5
4. Is the population along the corridor above or below the current average of 74,611 (by TSZ)?	Below or Equal to the Average	3

Total Points Received in System Demand Category

18

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.

System Reliability (Non-Recurring) Deficiency

The factors that influence system reliability include facility crash rates, agencies that participate in incident management training, truck lane restrictions, roadway shoulders, and the presence of Intelligent Transportation Systems (ITS) technology.

	Click Cell To Select Answer	Score
1. Is the crash rate for the corridor below or above the current crash rate average of 75.19?*	Below or Equal to the Average	10
2. Does the roadway facility have paved shoulders?	No	0
3. Have emergency response agencies (police and fire) along the corridor participated in Freeway Incident Management (FIM) training?*	Yes, entire limits	3
4. Have truck lane restrictions been implemented along the corridor?	No	0
5. Is Intelligent Transportation Systems (ITS) technology being utilized along the corridor?	No	0

Total Points Received in System Reliability Category

13

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.

Notes:
*Please use most recent crash year if available.
**FIM attendance information is maintained by NCTCOG Safety staff. Please call 817-695-9245 to request information.
CMP 2013 - Appendix A

Screening Criteria

Construction	Under Construction and Funded Future Construction
Points Description	The maximum number of points a corridor can earn for being functioning at a sufficient level based on the screening score, then improvements should be implemented.
Category	Inventory
Alternative Roadway Infrastructure (Services)	Parallel Freeway/Toll Roads ¹ (5 mi)
	Frontage Roads ¹
	Parallel Arterials ¹
	Direct Connections (Interchanges) ¹
Modal Options (Services)	Transit ²
	Park-and-Ride ³
	HOV Lanes ¹
	Bike Options ³
System Demand (Recurring)	Peak V/C ³
	Truck Volume Percentage ³

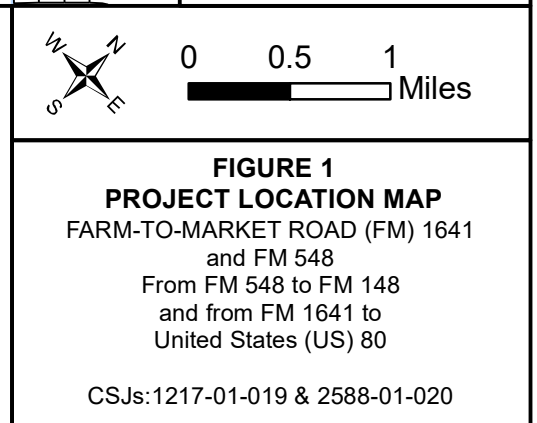
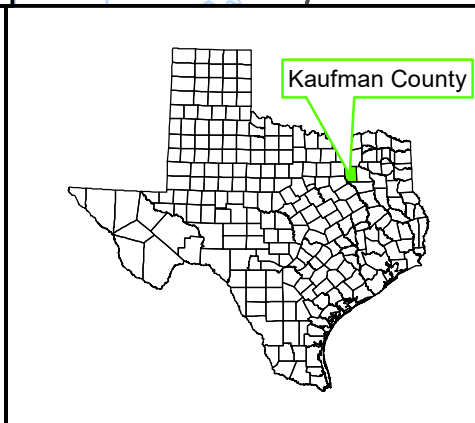
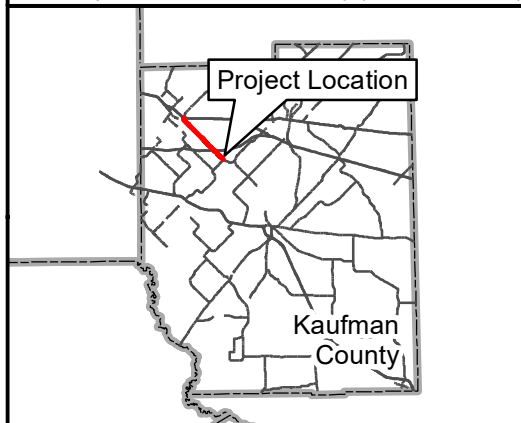
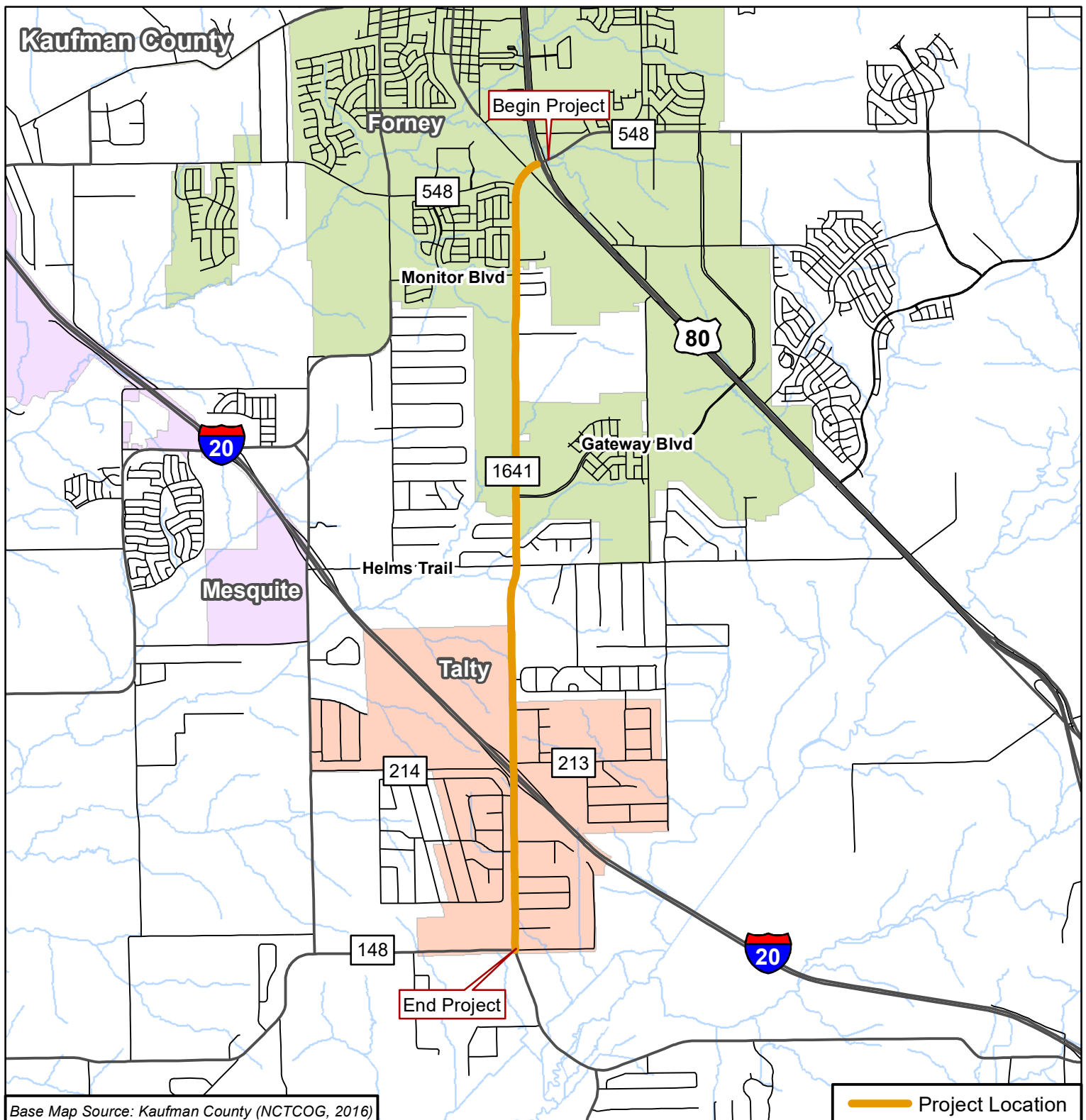
	Number of Employees (by TSZ) ⁴
	Population (by TSZ) ⁴
System Reliability (Non Recurring)	2012 Crash Rate ³
	Shoulders ¹
	FIM Attendance/Training ³
	Truck Lane Restrictions ³
	Intelligent Transportation Systems ³

This will be used as a screening process when assigning points to a corridor. If the corridor is under/planned construction then it can be exempt from being scored since a solution is currently being proposed.

Corridor can receive is 100. This means that the corridor is on the four scoring categories. If the corridor receives a low score, it is not considered in the four scoring categories.

Measure	Points	Max Number of Points
Yes	12	25
None	0	
Entire Limits	7	
Partial Limits	3	
None	0	
Entire and Partial Limits	4	
Entire Limits	3	
Partial Limits	1	
None	0	
Yes	2	25
None	0	
Bus and Rail	10	
Rail	7	
Bus	5	
None	0	
Yes	7	
None	0	
Yes	5	
None	0	
Entire Limits	3	
Partial Limits	1	
None	0	
Below or Average	10	
Average - 0.692		
Above	3	
Below or Average	7	25
Average - 9%		
Above	1	
Below or Average	5	

Average - 82,549		25
Above	1	
Below or Average	3	
Average - 74,611		
Above	1	
Below or Average	10	
Regional Rate Average - 75.19		
Above	3	
Full Outside and Inside	6	
Partial Shoulders	3	
One Shoulder	1	
None	0	
Entire Limits	3	
Partial Limits	1	
None	0	
Entire Limits	3	
Partial Limits	1	
None	0	
Entire Limits	3	
Partial Limits	1	
None	0	



Christine Polito

From: Natalie Bettger <NBettger@nctcog.org>
Sent: Thursday, May 21, 2020 2:53 PM
To: Christine Polito; Eric Quintana
Cc: Dan Perge
Subject: RE: CMP form for FM 1641 improvements (CSJ 1217-01-019, etc.)
Attachments: 1217-01-019, etc. FM 1641 Project Location Map.pdf; 1217-01-019, etc. FM 1641 CMP Form 5-21-20.xlsm

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TRANSMITTAL E-MAIL FOR CMP COMPLIANCE

The Dallas-Fort Worth Metropolitan Area's Congestion Management Process (CMP), formerly known as the Congestion Management System, was originally adopted by the Regional Transportation Council (RTC) in October 1993. The most recent update to the CMP was adopted by the RTC on July 11, 2013.

In accordance with [23 CFR 450.322](#), federal funds may not be programmed for any project adding single occupancy vehicle (SOV) capacity in a Transportation Management Area designated nonattainment for ozone or carbon monoxide (CO), unless the project is addressed through a congestion management process (CMP). All reasonable travel demand reduction and operational management strategies, identified in the CMP, shall be incorporated into the SOV project or committed to by the implementing agency or a partner agency.

This email is to inform you that through the completion of the SOV analysis and CMP Implementation Form, the FM 1641 from FM 548 to FM 148 and FM 548 from FM 1641 to US 80 (TIP Code: 55256 / CSJ Code 1217-01-019 / 2588-01-020) project was found to be warranted. All reasonable Travel Demand Management (TDM) and Transportation System Management & Operations (TSM&O) strategies are incorporated into the corridor and made a part of this project. Attached is the final CMP Implementation Form for the FM 1641 from FM 548 to FM 148 and FM 548 from FM 1641 to US 80 (TIP Code: 55256 / CSJ Code 1217-01-019 / 2588-01-020), for your records, that outlines the TDM and TSM&O commitments, that complement this project and are included in the Transportation Improvement Program (TIP).

The projects listed in the TIP demonstrate the commitment of the Metropolitan Planning Organization to pursue reasonable TDM and TSM&O strategies in conjunction with the FM 1641 from FM 548 to FM 148 and FM 548 from FM 1641 to US 80 (TIP Code: 55256 / CSJ Code 1217-01-019 / 2588-01-020). The commitments made as part of this analysis are inventoried and will be monitored for timely implementation, at least by the time this project is completed.

If you have any questions, you may contact me or Eric Quintana at (817) 608-2381 or equintana@nctcog.org.

Thank you.

Natalie

Natalie Bettger
Senior Program Manager
Congestion Management and System Operation

North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011
817-695-9280
nbettger@nctcog.org

From: Christine Polito <Christine.Polito@txdot.gov>
Sent: Thursday, May 21, 2020 2:31 PM
To: Natalie Bettger <NBettger@nctcog.org>; Eric Quintana <EQuintana@nctcog.org>
Cc: Dan Perge <Dan.Perge@TxDOT.gov>
Subject: RE: CMP form for FM 1641 improvements (CSJ 1217-01-019, etc.)

Natalie and Eric,

Thank you for speaking with me today. I've revised the form to address your comments, and the updated version is attached. The changes made include moving the projects from question 3 to question 3b and updating the date. Please let me know if you have any further comments/changes.

Thank you,

Christine

From: Natalie Bettger [mailto:NBettger@nctcog.org]
Sent: Friday, May 15, 2020 1:30 PM
To: Christine Polito <Christine.Polito@txdot.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Tim Wood <Tim.Wood@txdot.gov>; Eric Quintana <EQuintana@nctcog.org>
Subject: RE: CMP form for FM 1641 improvements (CSJ 1217-01-019, etc.)

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Hi Christine,

Would you be available for a 30-minute call next week to walk through the form at any of the dates and times provided below?

Thursday, May 21 anytime between 1:00 pm to 3:00 pm
Friday, May 22 anytime between 9:00 am and 12:00 noon

Please let us know.

Thank you and have a great weekend.

Natalie

Natalie Bettger
Senior Program Manager
Congestion Management and System Operation
North Central Texas Council of Governments

**616 Six Flags Drive
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From: Natalie Bettger
Sent: Monday, May 11, 2020 4:45 PM
To: Christine Polito <Christine.Polito@txdot.gov>
Cc: Dan Perge <Dan.Perge@TxDOT.gov>; Tim Wood <Tim.Wood@txdot.gov>; Eric Quintana <equintana@nctcog.org>
Subject: RE: CMP form for FM 1641 improvements (CSJ 1217-01-019, etc.)

Hi Christine,

Thank you for the form. Eric Quintana and I will review and get back to you. We will review and respond by the end of this week.

Have a nice evening.

Natalie

Natalie Bettger
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From: Christine Polito <Christine.Polito@txdot.gov>
Sent: Thursday, May 7, 2020 3:17 PM
To: Natalie Bettger <NBettger@nctcog.org>
Cc: Dan Perge <Dan.Perge@TxDOT.gov>; Tim Wood <Tim.Wood@txdot.gov>
Subject: CMP form for FM 1641 improvements (CSJ 1217-01-019, etc.)

Natalie,

Attached is a CMP form for improvements to FM 1641, as well as a project location map. Please let me know if you have any questions or comments.

Thank you,

Christine Polito
Environmental Program Manager
Dallas Environmental
Texas Department of Transportation
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