



# Congestion Management Process Disclosure Statement

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East-West Connector (Rental Car Drive) from SH 360  
to International Parkway

CSJ: 0902-48-712, 0902-90-034

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*

Texas Department of Transportation, Fort Worth District  
August 2021

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- Attachment 3 – CMP Deficiency Form
- Attachment 4 – Screening Criteria

## 1.0 Introduction

This document serves as the Congestion Management Process Disclosure Statement for the East-West Connector (Rental Car Drive) located at Dallas-Fort Worth (DFW) International Airport in Tarrant County, Texas. The proposed project would construct a new location 4-lane roadway with intersection improvements from SH 360 to International Parkway. The corridor would be approximately 42.8 acres of Right-of-Way (ROW) on DFW Airport owned property and approximately 4.5 acres of existing Texas Department of Transportation (TxDOT) ROW. The project length is 1.65 miles. This report will analyze and assess the proposed facility in relation to the region's air quality standards. The content of this report will be provided in the National Environmental Policy Act (NEPA) Federal Environmental Assessment (EA) for the project.

## 2.0 Congestion Management Process

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 North Central Texas Council of Government's CMP, which meets all requirements of 23CFR 450.320 and 500.109, as applicable. The CMP was adopted by the North Central Texas Council of Governments on June 14, 2018.

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 North Central Texas Council of Governments; 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 commuter transportation options, incentive to use alternative modes, roadway incident and emergency management options, transit system efficiency improvements, and traveler information services. Individual projects are listed in **Table 1**. The proposed facility would generally consist of two 12-foot lanes in each direction separated by a six to 18-foot raised, grassy center median. The westbound direction strategies would include a 10-foot shared use path with a 5-foot berm, an 8-inch nominal wide curb, a striped 2 to 4-foot-wide curb offset, and two 12-foot-wide vehicle travel lanes. Strategies along the eastbound direction would include all elements of the westbound direction except for a 5-foot pedestrian sidewalk in lieu of the shared use path. For each intersection of the project at SH 360 Frontage Roads, 20<sup>th</sup> Avenue and International Parkway Frontage Roads, operational improvements such as turn lanes and traffic signal adjustments are proposed to improve mobility and safety.

An at-grade intersection is planned at the existing South 20th Avenue airport maintenance road. At this location, the proposed roadway's center median would transition from 18 feet to 6 feet in width to accommodate left-turn lanes onto South 20th Avenue. In addition, right turn lanes are proposed at the intersection to facilitate increased operations. The existing maintenance road's two travel lanes, one lane in each direction north and south, would be widened from 10 feet each to 12-feet each to accommodate future improvements for that roadway. The width of the travel lanes would transition to meet the existing roadway pending its future modification. Each lane would have a 4-foot wide outside shoulder tying back to the existing condition.

**Table 1 – Congestion Management Process Strategies**

Operational Improvements in Travel Corridor		
Location	Type	Implementation Date
SH 360 and SH 121 in Grapevine, Mid Cities Boulevard	Addition of new lanes (parallel freeways)	Existing Condition
Eules-Grapevine Road	Addition of new lanes (parallel arterials)	Existing Condition
SH 183	HOV/Managed Lane management	2037
SH 360 from Stone Myers Parkway to Mid Cities Boulevard	Addition of new lanes	2021
International Parkway – Right Exit	Access management	2025
North Airfield Drive Bridge Replacement and Intersection	Intersection improvements	2024

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and 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 the North Central Texas Council of Governments.

## **Congestion Management Process Attachments**

1. CMP Implementation Form
2. CMP Corridor Fact Sheet
3. CMP Deficiency Form
4. Screening Criteria

# Attachment 1 - CMP Implementation Form

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



Submitter Name: Shane Walker  
 Agency Name: Dallas Fort Worth International Airport  
 Agency Address: P.O. Box 612008, DFW Airport, TX 75261-2008  
 Email: mwalker@dfwairport.com  
 Telephone Number: 972-973-2140  
 Date: 2/10/2021

## Please answer the following questions

Project Name: East-West Connector (Rental Car Drive)  
 Project Limits (From): SH 360  
 Project Limits (To): International Parkway  
 CSJ Number: 0902-48-712, 0902-90-034  
 Project Description (Including Travel Demand Management or Transportation System Management & Operations components)

The proposed facility would be a new location roadway from SH 360 to International Parkway on Dallas-Fort Worth (DFW) International Airport property in Tarrant County, Texas. The proposed project would construct a new location 4-lane roadway with intersection improvements from SH 360 to International Parkway. The corridor would be approximately 42.8 acres of Right-of-Way (ROW) on DFW Airport owned property and approximately 4.5 acres of existing Texas Department of Transportation (TxDOT) ROW. The project length is 1.65 miles.

The proposed facility would generally consist of two 12-foot lanes in each direction separated by a six to 18-foot raised, grassy center median. The westbound direction would include: a 10-foot shared use path with a 5-foot berm, a 8-inch nominal wide curb, a striped 2 to 4-foot-wide curb offset, and two 12 foot wide

**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](#)

YES

Project Name	TIP Code	CSJ#
SH 360 and SH 121 in Grapevine Mid-Cities Blvd	51330.00	
SH 183	55035.00	0094-02-136
SH 360 from Stone Myers Parkway to Mid Cities Blvd	55266.00	2266-02-158
Euleuss-Grapevine Road	11177.00	0902-90-145

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

YES

Project Name	Implementing Agency
International Parkway - Right Exit	FAA
North Airfield Drive Bridge Replacement and Intersection	FAA
[Enter Here]	[Enter Here]
[Enter Here]	[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 Options found here: [Freeways / Tollways / RSAs](#) [Non RAS's](#)  
 If "yes," enter the MTP Reference #(s) in table below

YES

MTP Reference #	2.435.325
MTP Reference #	[Enter Here]
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](#)

YES

\*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  Sustainable Development Improvements  
 Freight Management Activities  System Management and Operations Improvements  
 Incentive to Use Alternative Modes  Transit System Efficiency Improvements  
 In-Vehicle System Efficiency Improvements  Traveler Information Services  
 Roadway Incident and Emergency Management Options  Work Zone/Construction Management Operations  
 Roadway Infrastructure Improvements

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

This is a new location roadway. This project is needed to improve connectivity within the southern portion of DFW Airport and to improve regional mobility in the transportation network surrounding DFW. Proposed improvements addressing congestion management strategies consist of implementation of a 10-foot shared use path, 5-foot sidewalk, turn lanes at all intersections, and traffic signal adjustments to improve mobility and safety.

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

[ENTER HERE]

**11. Submit completed form to NCTCOG - CMP Team at:** [equintana@nctcog.org](mailto:equintana@nctcog.org)

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

If you have questions, please contact Eric Quintana at [equintana@nctcog.org](mailto:equintana@nctcog.org) / 817-608-2381 or Natalie Bettger at [nbettger@nctcog.org](mailto:nbettger@nctcog.org) / 817-695-9280

## **Attachment 2 – CMP Corridor Fact Sheet**



# CMP CORRIDOR ANALYSIS - FACT SHEET



**ROADWAY NAME** East-West Connector (Rental Car Drive)

HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
East-West Connector (Rental Car Drive)	360/Harwood Road to International Pkwy/Rental Car Dr	1.65 miles	East-West	4

## CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	Regional Arterial	Direct Connections	YES
HOV Lanes	NO	Truck Lane Restriction	NO
Parrallel Freeways (within 5 miles)	YES	Hazmat Route	NO
Shoulders	YES	Population	0
Frontage Roads	NO	Number of Employees	439
Bike Options	YES	FIM Training Participants	0
Available Transit	NO	Crash Rate (Use Most Recent Year)	N/A - New Location
Park and Ride	NO	Construction Status	Projected Open to Traffic by 2025

## PARRALLEL ARTERIALS (ENTIRE LIMITS)

Mustang Drive  
Mid Cities Boulevard/West Airfield Drive  
South Airfield Drive

## PARRALLEL ARTERIALS (PARTIAL LIMITS)

Trinity Boulevard  
Green Oak Boulevard

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

ROADWAY	MODAL OPTIONS	SYSTEM DEMAND	SYSTEM RELIABILITY	SCORE
17	3	25	17	62

## CONCLUSIONS/RECOMMENDATIONS

New reliable and direct route is needed to provide better east-west mobility/system linkage from SH 360 to DFW Airport.

**ADD PROJECT CORRIDOR SEGMENT MAP HERE.**  
(jpg, pdf, png, wms)

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

## **Attachment 3 - CMP Deficiency Form**

Project Name:	East-West Connector (Rental Car Drive)
Project Limits (From and To):	SH 360 to International Parkway
Agency Name:	Dallas Fort Worth International Airport
Submitter Name:	Shane Walker
Telephone:	972-973-2140
Email:	mwalker@dfwairport.com
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?	Yes	12
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, entire limits	3
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	Yes	2

**Total Points Received in Alternative Roadway Infrastructure Category** **17**

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?	Yes, entire limits	3

**Total Points Received in Modal Options Category** **3**

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?	Below or Equal to the Average	10
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** **25**

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?	Yes, full outside and inside shoulders	6
3. Have emergency response agencies (police and fire) along the corridor participated in Freeway Incident Management (FIM) training?*	Yes, partial limits	1
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** **17**

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.

## **Attachment 4 – Screening Criteria**

### Screening Criteria

<b>Construction</b>	Under Construction and Funded Future Construction	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.		
<b>Points Description</b>	The maximum number of points a corridor can receive is 100. This means that the corridor is functioning at a sufficient level based on the four scoring categories. If the corridor receives a low score, then improvements should be considered in the four scoring categories.			
<b>Category</b>	<b>Inventory</b>	<b>Measure</b>	<b>Points</b>	<b>Max Number of Points</b>
<b>Alternative Roadway Infrastructure (Services)</b>	Parallel Freeway/Toll Roads <sup>1</sup> (5 mi)	Yes	12	<b>25</b>
		None	0	
	Frontage Roads <sup>1</sup>	Entire Limits	7	
		Partial Limits	3	
		None	0	
	Parallel Arterials <sup>1</sup>	Entire and Partial Limits	4	
Entire Limits		3		
Partial Limits		1		
Direct Connections (Interchanges) <sup>1</sup>	Yes	2		
	None	0		
<b>Modal Options (Services)</b>	Transit <sup>2</sup>	Bus and Rail	10	<b>25</b>
		Rail	7	
		Bus	5	
		None	0	
	Park-and-Ride <sup>3</sup>	Yes	7	
None		0		
HOV Lanes <sup>1</sup>	Yes	5		
	None	0		
Bike Options <sup>3</sup>	Entire Limits	3		
	Partial Limits	1		
	None	0		
<b>System Demand (Recurring)</b>	Peak V/C <sup>3</sup>	Below or Average	10	<b>25</b>
		Average - 0.692		
		Above	3	
	Truck Volume Percentage <sup>3</sup>	Below or Average	7	
		Average - 9%		
		Above	1	
	Number of Employees (by TSZ) <sup>4</sup>	Below or Average	5	
		Average - 82,549		
		Above	1	
	Population (by TSZ) <sup>4</sup>	Below or Average	3	
Average - 74,611				
Above		1		
<b>System Reliability (Non Recurring)</b>	2012 Crash Rate <sup>3</sup>	Below or Average	10	<b>25</b>
		Regional Rate Average - 75.19		
		Above	3	
	Shoulders <sup>1</sup>	Full Outside and Inside	6	
		Partial Shoulders	3	
		One Shoulder	1	
		None	0	
	FIM Attendance/Training <sup>3</sup>	Entire Limits	3	
		Partial Limits	1	
		None	0	
Truck Lane Restrictions <sup>3</sup>	Entire Limits	3		
	Partial Limits	1		
	None	0		
Intelligent Transportation Systems <sup>3</sup>	Entire Limits	3		
	Partial Limits	1		
	None	0		

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**From:** Sam Yacoub <Sam.Yacoub@txdot.gov>  
**Sent:** Friday, August 20, 2021 1:46 PM  
**To:** equintana@nctcog.org  
**Cc:** Ridwan Naife; Elisa Garcia; Jamye Sawey  
**Subject:** CMP Project Implementation Form Submittal  
**Attachments:** 0902-48-712\_CMP Form\_Revised\_20210721 (002).xlsm