EMERALD COAST REGIONAL COUNCIL

Congestion Management Process

Bay County Transportation Planning Organization

Minor Update: November 4, 2026

1.0 MINOR UPDATE

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.[1]

The CMP Major Update takes place every five years to coincide with the LRTP update. The CMP Major Update was updated in 2025 as part of the 2050 LRTP and can be found at www.ecrc.org/bay2050LRTP. The CMP reviews specific CMP strategies and projects (such as congested areas and corridors) as a part of the overall identification of opportunities for process improvement.

A minor update takes place on an annual basis and is documented through the CMP minor update report to coordinate its implementation with TIP development. The annual minor CMP update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures and LOS Tables. FDOT publishes the existing and future LOS metrics at **FDOT District 3 Level of Service** via interactive map. The performance measures tracking (**Table 5**) is also updated annually as part of the minor CMP update.

[1] Congestion Management Process (CMP) | Organizing and Planning for Operations - FHWA Office of Operations

Table 1: Congestion Management Process – Performance Measures and Performance Targets

Performance Measure	2019	2020	2021	2022	2023	2024 Minor Update	Performance Target
% of Workers 16 and over who Car, Truck, or Van-Pooled to work	10.4%	10.8%	10.9%	11.1%	11.6%	**11.5%**	**≥ 10.5% carpooled to work**
Commute to Work Mode Split	81.4%	80.7%	80.0%	78.1%	76.4%	**75.1%**	**≤ 75.0% Drove Alone**
Commute to Work Travel Times (30 mins or less)	67.3%	67.0%	66.0%	65.4%	65.0%	**66.7%**	**≥ 70% travel 30 mins or Less**
SHS Miles	208.8	208.8	203.8	208.8	213.5	**213.5**	**≥ 246 Miles**
% Pedestrian Facility SHS Coverage	36.2%	36.3%	36.6%	37.3%	37.9%	**40.7%**	**≥ 45.0%**
Pedestrian Facility Miles	75.6	75.8	74.5	77.7	80.9	**87.0**	**≥ 110 Miles**
% Bicycle Facility SHS Coverage	27.3%	27.3%	24.3%	22.3%	30.1%	**33.0%**	**≥ 50.0%**
Bicycle Facility Miles	56.9	57.1	49.7	46.4	64.4	**70.4**	**≥ 123 Miles**
Passengers per Revenue Mile	0.817	0.613	0.584	0.614	0.51	**0.82**	**0.7 Passenger per Revenue Mile**
Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT)	10.449	9.278	8.596	7.724	7.18	**7.20**	**0 Serious Injuries per Annual 100 MVMT**
Fatality Rates per Annual 100 MVMT	1.584	1.617	1.665	1.829	1.17	**1.49**	**0 Fatalities per Annual 100 MVMT**

Performance Measure	2019	2020	2021	2022	2023	2024 Minor Update	Performance Target
% Population in Census Block Groups within 1 mile of Bicycle Facilities	84.6%	84.4%	81.6%	79.6%	94.6%	**94.8%**	**≥ 90.0% of Population**
% of facilities with LOS D, E, or F	21.0%	21.0%	-	-	24.5%	**24.1%**	**≤ 30% of facilities with LOS D, E, or F**
# of Resurfacing Projects in TIP/Total Projects in TIP	6.2%	8.7%	10.5%	12.2%	10.2%	**9.6%**	**≥ 10.0% of Resurfacing Projects in TIP**

Performance Target Methodology:

% of Worker 16 and over who Carpool to Work - Average of the Bay County TPO percentage plus 0.5% (ACS 5-year estimates represent data collected over a period of time. Ex. 2024 ACS 5-year estimates cover years 2020-2024. *ACS 1-year estimates are reported for 2023.*)

Commute to Work Model Split *- ACS 5-year estimates are reported for years 2020 and 2024. ACS 1-year estimates are reported for years 2019, 2021, 2022 and 2023.*

Commute to Work Travel Times *- ACS 5-year estimates are reported for years 2020 and 2024. ACS 1-year estimates are reported for years 2019, 2021, 2022 and 2023.*

% Pedestrian Facility SHS Coverage - Existing + Planned Pedestrian Facilities that will cover the SHS**.** Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

% Bicycle Facility SHS Coverage - Existing + Planned Bicycle Facilities that will cover the SHS**.** Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

Passengers per Revenue Mile - Peer Group Mean of Passengers per Revenue Mile in BayWay's TDP

Vehicle Miles Traveled (in millions) - Average of the Bay County TPO percentage

Serious Injury Rates per Annual 100 MVMT - Supports FDOT's "Vision Zero"**.**

Fatality Rates per Annual 100 MVMT - Supports FDOT's "Vision Zero"**.**

% Population within 1 mile of Bicycle Facilities on the SHS - Population within 1 mile of Existing + Planned Bicycle Facilities on the SHS.

% of Facilities or Centerline Miles with LOS D, E, F - Percent of facilities or centerline miles with LOS D, E, or F minus 5% (Centerline miles are used beginning in 2024.)

% Interstate Person-Miles Traveled that are Reliable - ECRC established target

% Non-Interstate NHS Person-Miles Traveled that are Reliable - ECRC established target

# of Resurfacing Projects in TIP/Total Projects in TIP - Sum of resurfacing project mileage/Bay County TPO Roadway Network Mileage

The 2023 Major Update used an alternative methodology for SHS/Pedestrian/Bicycle Facility Miles, Pedestrian/Bicycle Facility SHS Coverage, and % Population within 1 mile of Bicycle Facilities.

APPENDIX

RESOLUTION BAY 26-20

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS PLAN MINOR UPDATE

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO planning area; and

WHEREAS, Fixing America's Surface Transportation Act ("FAST Act") Section 1201 134(k)(3)(a) requires that TMAs address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction, job access projects, and operational management strategies; and

WHEREAS, although the Bay County TPO area is not a designated TMA, Florida Department of Transportation (FDOT) policy extends this requirement to all Metropolitan Planning Organizations to emphasize mobility management; and

WHEREAS, the Congestion Management Process Plan (CMPP) is considered a fully operational management system plan; and

WHEREAS, the purpose of the CMPP is to rate the performance of transportation facilities and suggest low-cost and short-term strategies to alleviate congestion; and

WHEREAS, the CMPP requires an annual minor update which entails evaluating performance measures and level of service (LOS) ratings for all segments of the CMPP network;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The 2026 Congestion Management Process Plan minor update is hereby adopted.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 4th day of November 2026.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chair

ATTEST: _____